

Trail Rider

MAGAZINE

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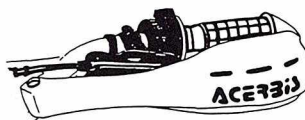
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On the cover: Scot Harden stands the KTM 440 on end and leaps off the edge of the earth. Later he went on to finish third overall in the Mesquite GP, a race we promised to tell you about this month, but you'll just have to wait until next month when there's room for it.

April 1995
Volume 25 Number 4

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Notice: The opinions expressed in Trail Rider are well-informed and insightful, and therefore can't possibly have come from the publisher or the staff. We just poke along here, trying to have fun and keep the east coast informed, and anyone who sees an ulterior motive or conspiracy here is sadly deluded. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

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LAST OVER



by Paul Clipper

New Year's Ride

What did you do this past New Year's Day? Sit and nurse a hangover? Shame on you! Veg in front of the TV and watch a football game? Yuk. Worse yet, sit in front of the TV and watch Hollywood-production parades that look like sitcoms on the street? Double yuk.

Instead, you should have been with us. Every year, rain or shine, snow or cold, we get together in the Pines of Jersey and have a little ride to usher in the new year properly. It's a tradition; we've been doing it now for 20 years or more. At one time this ride had the mystique of an invitation-only event, and in order to ride in it you had to dress up in costume, just like Halloween. Back then, most all of us were tragically hungover on New Year's morning, and the ride to the Woodshed was just an excuse for more drinking, just to kill the pain. Nowadays, we're so insufferably politically correct that nearly everyone shows up fit and full of energy, and they don't drink anything harder than Coke at the noon stop. Hell, there's hardly even anyone left smoking anymore...and especially not inside!

What has this world come to? We used to arrive here after being up all night, now we're well-rested. Oh well, at least the spirit's the same. What do you like to do more than anything else? If you're like us, it's ride a bike. Well, that's what we do. 30 to 40 miles, from "point A" to the Woodshed on Route 72 in New Lisbon. Nobody really knows where "point A" is going to be, since a gathering of this many riders might raise an eyebrow or cause someone to ask for a permit. But it's not an event, it's just a gang of enthusiasts out to burn off a little bit of that holiday pie.

We met at Lucille's, in Warren Grove, for breakfast and pre-ride bench racing. Lucille's is probably the last Piney diner in South Jersey, and definitely worth a stop for a meal or two if you're in the area. From there we drove out to our secret starting area and met up with the rest of the people who knew about the ride. You didn't have to be invited, all you needed to do was show up.

There were about 48 of us, when we finally hit the trail. With this many people

we weren't interested in using any roads, and luckily there's plenty of old enduro trail between here and there. One of the old guys who knew the area started off, and we gave him a 15-minute head start, like a live hare in a hare scrambles. Since none of the trail was marked, we were counting on him and the guys in the "geriatric group" to burn-in a good track to follow.

Well, they did and they didn't. The two lead guys followed the right trail all the way to the first stopping point 11 miles away, or so they say, but the guys following them got a little lost now and then. When the main body of 40 or so riders hit the woods, you can imagine the pandemonium when they came to a turn with two sets of tracks, or more. We wound up running a little bit of circle trail now and then, and when we all regrouped we had more like 15 miles on the odometer rather than 12, but it was all right. It was all good riding and great weather!

From that first stop we all hung a little tighter, and also followed trails that were a

as you had to watch out for the guys who hooked themselves off on tree limbs or crashed into the bushes when they were caught napping in the turns. When this happened you jumped forward a notch and did your best to roost your buddy on the way; and if the next guy in front wasn't going fast enough, well, you passed him or stuffed him, whichever worked. But all in a nice way, of course!

We eventually reached the Woodshed, hot, sweaty and flushed from the good riding. The weather was predicted to be cold, rainy and crummy, as usual, but also as usually the weatherman was wrong, and it turned out to be sunny and warm and not at all what we expected. Last year, we'd run the same thing in three inches of new snow, so this ride was a treat!

The Woodshed had set out a buffet of meatballs, sausage, cold cuts, wings and goulash for us, and we tucked into it with the same enthusiasm we had while riding. I will say they seemed to have an unlimited supply of food on hand, because there was still some left when we all rolled back

out into the parking lot. I thought about stuffing my Camelbak with the remaining barbecue wings, but decided against it. Instead, I stuck them in my fanny pack.

In the afternoon we got all of the typical South Jersey riding that we'd missed in the morning. In other words, here comes the whoopedos! Our leader this time seemed to enjoy taking us over a series of trails used in the Sandy Lane enduro a few years back, that cut through an area that had been hit by forest fire. What happens after a fire is all the low stuff starts growing back, and all the high stuff loses its limbs onto your trail. So we had tricky semi-tight trail that was whooped out from enduros, blocked in spots by falling trees

and limbs. Oh what fun!

After that we crossed the infamous South Jersey Triangle, a place revered by partiers, car-burners, MX-wannabes and misguided four-wheelers. We took a turn around an informal MX track they had set up there, scaring the bejesus out of a couple of guys going the other way around it. Hey, when you come face-to-face with 45 guys going one way on a motocross track, YOU'RE going the wrong way, buddy!

More whoopedos followed, and then, since the day was getting older by the second, the leader wisely picked out two-track sand roads to get us back to the starting point, where we all packed up feeling good about 70 miles of good-weather riding under our belts.

Next year you oughta join us. Better yet, figure out a route and get a ride together yourself. It's fun, it doesn't hurt anyone, and you sure won't see many people back in the woods on New Year's Day. I hope you all have a great 1995. We're already off to a good start! □

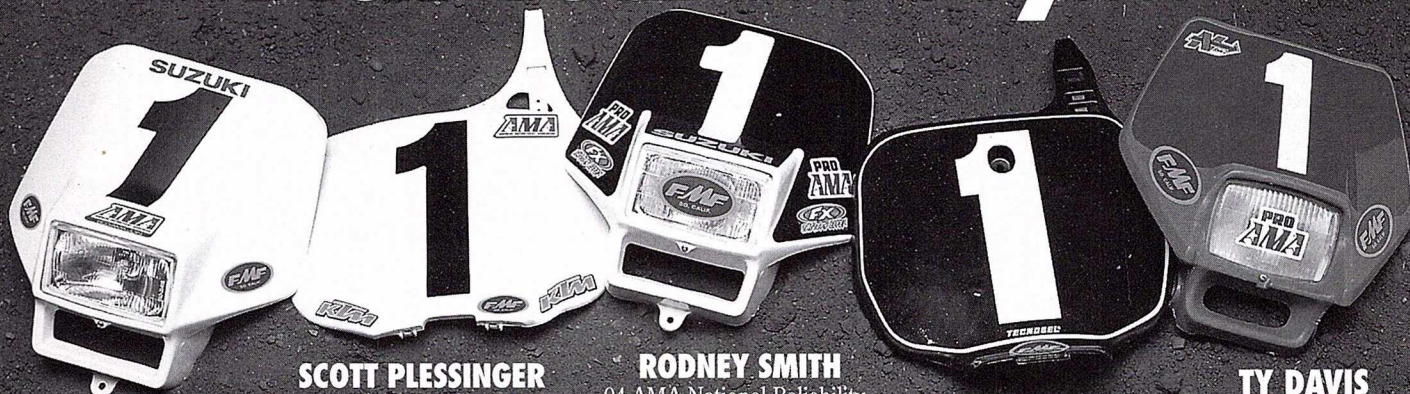


Watercolor by Mark "Monet" Jenks

little harder to wander from. In one section we used a trail that we only use once each year for this ride, and it certainly showed. Last year the trail was overgrown with pigmy pines, but it was all right because they had grown back from a fire and were only up to your elbows while you were riding. This year they had shot up about a foot, which put their branches—and those hard little green pine cones—exactly at face level. Coming out the other side we all looked like we'd been through a sissy-boy slapfest in the enchanted forest. Everybody's face was whacked-up and bleeding. Ah the joys of tight trails in Jersey!

From there we followed more tight, old trail, following a leader who seemed to know where all the old enduro trail was, the stuff we hadn't ridden in years. The pace we were running was one notch short of full-on race, at least if you were in the front of the pack. If you fell back to the middle or the end things got a little jerkier,

Pick Your Hobby....



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94 AMA Enduro Champion

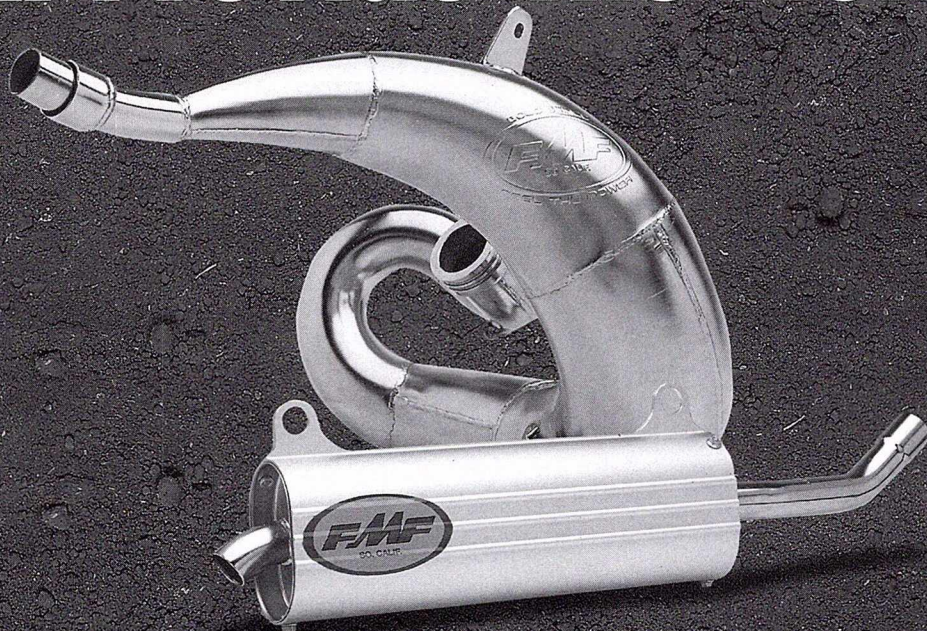
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ASK YOUR BUDDY



Now that I don't race all the time, my buddies think they can wax me out on the trails. They haven't got a chance with my Gold Series pipe.



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MIKE SMITH

Mike LaRocco
1994 250 National
MX Champion



THE REST of the WORLD

'95 KDX200 Update

Soon after completing our initial impression of the '95 KDX200, several local racers purchased the machine for the upcoming season. Warm weather along the eastern seaboard has afforded near continuous excellent riding conditions this winter. As a result, these new purchases are getting a healthy amount of trail time prior to the season kickoff. During these rides it's become apparent that the '95 KDX200 is susceptible to clutch slippage, especially when ridden hard by top racers. After making a few inquiries to dealers and other racers' experience with the bike, Stu Crouch of Diamond Motor Sports (Camden, DE (800)395-3313) tracked down Jeff King of Team Green, who managed to shed some light on the subject.

The story goes that, for the purpose of keeping the clutch pull light, the '95 KDX comes with marginal springs. We can understand this—a light clutch pull is highly touted in many circles. However, motor performance upgrades, as well as hard driving, can push these springs beyond their useful limit and thus lead to the noted clutch slippage. Fortunately, there are a couple of simple and inexpensive upgrades to rectify the problem. Word relayed to us was that a stronger spring from a late model KX250 would drop right into the KDX clutch basket. The Kawasaki part number for the replacement spring is 92144-1484. Team Green recommended installation of these springs, along with increasing transmission oil volume from the stock 0.7 liters to 0.946 liters (1 quart). Naturally, keeping that tranny oil fresh doesn't hurt either.

We haven't had a chance to try out the stronger springs as of this writing—unfortunately, deadline looms. However, common sense suggests that this should do the trick. We'll keep you posted as our testing progresses.

See Nevada Cheap

Well, cheaper at least. Give Nevada Motorcycle Adventures a call in April and you can take a 10% discount on the normal price of a dual sport tour if you mention Trail Rider. Why? Well, because they want

to drum up some spring business, that's why, and you won't be able to beat the weather—probably 70 or 80 degrees maximum, cool at night, the desert full of flowers. Nevada M.C. Adventures takes pride in finding the best food and accommodations for their rides; we've been there and don't think you'll be disappointed. Their normal tour this year runs \$1295 for six days and five nights, including breakfast and lunch, a motorcycle, guides and support truck. Give them a call at (702)322-4349.

Foam Liners

Just as we were finishing up the details on our foam tube story a late-breaking news release from Tech Products landed on our doorstep. Tech has been developing a hybrid flat-proof system that is apparently ready for prime-time. It consists of a foam liner, basically a Tech Tube that has been hollowed out, that allows the use of a regular pneumatic inner tube inside of the roughly inch-thick foam liner. The result should be less heat build-up, pressure adjustability, and still excellent flat protection. Best news of all is that the Pro-Tech liner was set to retail for around \$50. You can contact Tech Products at (201)848-0668.

MotoWorld Schedule

If you've got cable, you have to watch MotoWorld. If you have ESPN 2 on cable, you've got to see MotoWorld 2. How and when? Here's the schedule for April, in the Eastern time zone:

MotoWorld: April 2, 9, 16, 23, and 30 at

April 7 at 2:00 AM and April 18 at 2:30 AM.

ESPN is also televising AMA Supercross, AMA Motocross, and World Gran Prix road racing. For the air dates scan the TV Guide closely, or call Matt Dill at Seals Communication for an exhaustive listing of dates and times. If you're real nice, and tell him Trail Rider sent you, he might fax the program schedules to you. His number is (404)631-5300.



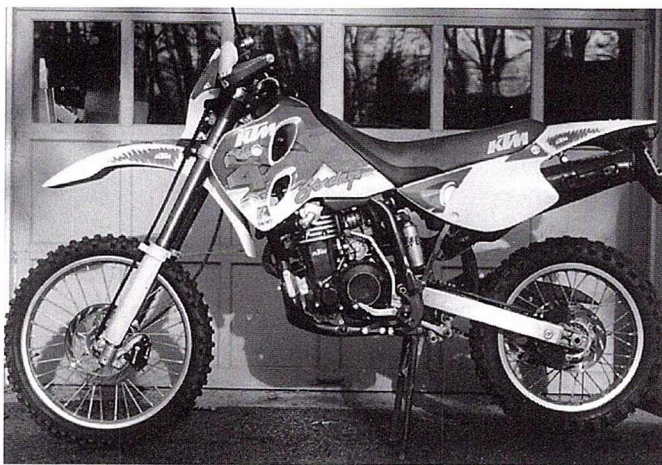
Tech Tube's new Pro-Tech Liner

Desert Storm

It's official: Trail Rider's publisher is entered in the 1995 Nevada Rally. In case this is the first you've heard of it, the Rally is a 2000-mile circumnavigation of the state of Nevada, happening over six days during the month of August (Aug. 13–20). We've attended it the last couple of years and know that it is a great way to see the state of Nevada, and a whole lot of fun to watch. Now we'll see what it's like to ride it! Anyone out there interested in joining the rest of us might want to know that an entry fee is \$1500 and a variety of pit support packages and bike rental packages are available from various suppliers. Acerbis is selling a hotel and food package for people who just want to spectate or help out, and that is \$450 for 10 nights of lodging and \$250 the food (breakfast and dinner only). Word has it Kevin Hines intends to enter the event this year, along with the usual array of European and American go-fast luminaries. For more information or an entry, contact Acerbis Promotions at (619)56201440.

Cincinnati Sellout

We recently attended the Cincinnati Powersports Expo, otherwise known as the motorcycle aftermarket accessory show, and have come back bewildered by the size of it all. The promoters, Advanstar, sold out every available inch of space in the Cincinnati Convention Center, and could have put booths out on the street, the weather was so good. With all the attendance, both by vendors and dealers, the market certainly looks healthy once again. We were overwhelmed by attempting to cover the whole show in two days, and hope to be showing some of '95s new gear over the next few months. □



We dressed up the Trail Rider 400RXC dual sport mount with a set of K-Style Six Days decals. Available from KTM dealers everywhere, they add a custom flair to EXC and RXC machines.

2:30 AM (just right for you night owls), and repeated on April 4 at 4:00 PM, April 10 at 3:00 PM, and April 17 and 24 at 5:00 PM. MotoWorld is also apparently being repeated on ESPN 2 at 7:00 AM on every Saturday, giving your kids something to watch other than cartoons.

MotoWorld 2: April 2 and 16 at 5:30 PM, and April 30 at 5:00 PM. Repeat dates are

EASTERN NEWS

Appalachian Dual Sport Tour

Racer Productions, the people who brought you the Blackwater 100 and then the Blackwater Dual Sport, has been busy this winter creating an entire dual sport series for 1995. For the past couple of years they have hosted a Loretta Lynn's Dual Sport in Hurricane Mills, Tennessee, in early April, as well as the Blackwater Dual Sport in June. This year, they have three more events—in Renfro, Kentucky; Glouster, Ohio; and Elizabeth, West Virginia; in May, September and October, respectively. Each event is a two-day extravaganza, which includes lunch each day and Saturday night dinner. All legally licensed bikes are welcome, but they must be quiet—if it's loud, you'll be sound-tested and possibly beaten with sticks. Two-day entry fee for the events is \$65, and includes entry into special events, eligibility for event awards, and a shot at a slew of contingency prizes. Best of all is the fact that Carrie Jo and the rest of the Coombs family don't know how to put on a bad event! They've got a brochure for you that spells out everything, and you can get one by writing Appalachian Dual Sport Tours, Route 12 Box 267, Morgantown WV 26505, and including a self-addressed, stamped legal-sized envelope.

New Addition

Diane and Bob Comalli of Dirt Works in Bennington, Vermont, recently welcomed an addition to their family business. No, not another addition to the shop, which is now selling Yamaha, Kawasaki, Suzuki, KTM and Husky, but

the London to Sydney Marathon rally, racing the Rambler from jolly old England to Sydney, Australia. Along the way Sidney and girlfriend Sue Loweree put together a video tape of the journey. We've seen the first installment—from London to Ankara, Turkey, and can report that it really is fun and interesting, and an excellent piece of amateur video. They are offering the video for sale, and in the press release tell us "Show this documentary to your family. After viewing it your wife will understand you, your husband will want to carry you off, your children will grow up proud to be American and they will see reason to learn History, Math, Language, Geography, Mechanics and Good Manners." Who needs more reason than that! The tape is available for \$24.95 plus \$3 postage from Marathon Rambler, 8821 Dawson Road, St. Michael's MD 21663.

NETRA Series Expands Awards

In 1995, NETRA riders will no longer be competing for overall awards at the end of the season. Instead, the awards will be divided over the A, B and C classes according to displacement class. In other words, if you're in the B 250 class, you are now battling for a B 250 class win, rather than an overall 250cc award (lumped in with the A riders). This is a major change for NETRA, and should result in increased participation in enduros, especially in the C class, where riders were practically ensured of having no chance at all for end of year awards (except for 1994, when Rhody Rovers sponsored a well-received C Rider Championship). Better yet, all ability classes in enduros now have championship status, even Super Senior and Women. There are no longer trophy-only classes in NETRA enduros.

Other NETRA news and rule changes reported earlier bear repetition here: hare scrambles 125cc classes have been combined with 200cc classes (0-200cc A and 0-200cc B); no more Off-Road Grand Champion title at the end of the year; and no more AA enduro class. All three of these rule changes were brought about due to limited participation at the events.



NAMES AND ADDRESSES

New England Trail Rider

Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro

Association (ECEA)

RD 1, Box 2216
Jonestown, PA 17038
(717)865-0601

Pennsylvania Trail Riders

Association (PATRA)

Box 77
Thomasville, PA 17364

Budds Creek Hare

Scrambles

P.O. Box 156
Budds Creek, MD 20650
(301)475-2000

Racer Productions (AMA GNCC Series)

Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

AMA

P.O. Box 6114
Westerville, OH 43081
(614)891-2425

New York Trail Rider

Alliance, NENYC

8 Komar Drive
Charlton, NY 12019

New Jersey Trails

Conservancy (NJTC)

(908)657-6338
212 Cedar Street

Lakehurst, NJ 08733

District 4 Enduro Comm.

(716)594-0384

District 6 Sports

Association

P.O. Box 554
Lebanon, PA 17042
(717)272-6896

SETRA

5165 Thompson Mill Rd.
Lithonia, GA 30038

Blue Ribbon Coalition

P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

an addition to the family, in the form of a girl-child named Nichole Kirsten Comalli, born January 11 of this year. No you know why you haven't seen Diane, long a competitor in the Women's class, at any of the events this past season. She's learned her lesson, though, and admitted to us that having a child is "tougher than a lap at Greylock" and promises to be back in action at some of the events this season. Good luck to them all!

Rambler News

If you've kept up with Trail Rider at all, you know that one of our regulars here is Sidney Dickson, the first man to ride a KTM two-stroke across the country from San Diego to Delaware. Sidney can be counted on to make at least one cross-country trip a year, each time finding more and more off-pavement roads to follow. Well, in his spare time he also races a Rambler rally car, and last year participated in the 25th anniversary of

Vintage News

Connecticut-based TAM Communications has announced that their best selling title, Old Bike Journal, is now going to be published 17 times a year, or every three weeks (whichever comes first...right?). Old Bike Journal is the place you should be looking for parts and accessories for vintage bikes, both street and dirt; they have a classified section that can't be beat, and a fanatic readership that is growing by leaps and bounds. The subscription rate will be \$24.95 for 17 issue, with a free classified ad policy, and you can contact TAM Communications at (815)734-1101 for subscriptions, and (203)855-0008 for dealer and bulk sales.

WHERE TO RIDE

4/1-4/2 AMA National Dual Sport
Hurricane Mills TN
4/2 Greenbrier Enduro
Belleplaine, NJ
4/2 AMA National Enduro
Navarro CA
4/2 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
4/8-4/9 GNCC Hare Scrambles
Hurricane Mills TN
4/9 AMA National Hare Scrambles
Hurricane Mills TN
4/9 Curly Fern Enduro
Indian Mills, NJ
4/9 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
4/22-4/23 AMA National Dual Sport
New Wavery TX
4/23 ECEA/BCFSC State Forest Clean-Up
Atsion, NJ
4/23 AMA National Enduro
Forest Hill LA
4/23 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
4/29-4/30 AMA National Dual Sport
Mill Hall PA
4/29-4/30 GNCC Hare Scrambles
Brownsville PA
4/30 John Monahan Enduro
Freetown MA
4/30 ECEA Hare Scrambles
Delaware (302)834-4411

New Address

Spoke-N-Wheel Bike Shop, a shop well known to Beta and Gas-Gas freaks and trials junkies everywhere, has moved from their former location in Manville, New Jersey. They are now located at 564-A Union Avenue, Bridgewater NJ 08807. The new phone number there is (908)271-2555 so give them a call and say hello.

NETA Schedule

The New England Trials Association has released their 1995 event schedule, and the dates are as follows. For more information, contact Mike Krasun at (203)889-5327.

April 2	Exeter, RI
May 7	Meriden, CT
June 25	Meriden, CT
July 16	Wrentham, MA
July 23	Exeter, RI
August 6	Ossipee, NH
October 1	Chepachet, RI
October 15	Exeter, RI

NJTC Update

We reported last month on the new New Jersey State Championship enduro series, consisting of the nine New Jersey enduros on the ECEA schedule. Since then, the South Jersey Enduro Riders dropped their support for the New Jersey series for undisclosed reasons. This reduces the NJ Series competition to eight events, but everything else remains the same. The New Jersey Championship series is being sponsored by the New Jersey Trails Conservancy, a group dedicated to preservation of enduro and off-road motorcyclists' rights in the state of New Jersey. □

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to our 1995 race team!

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HONDA

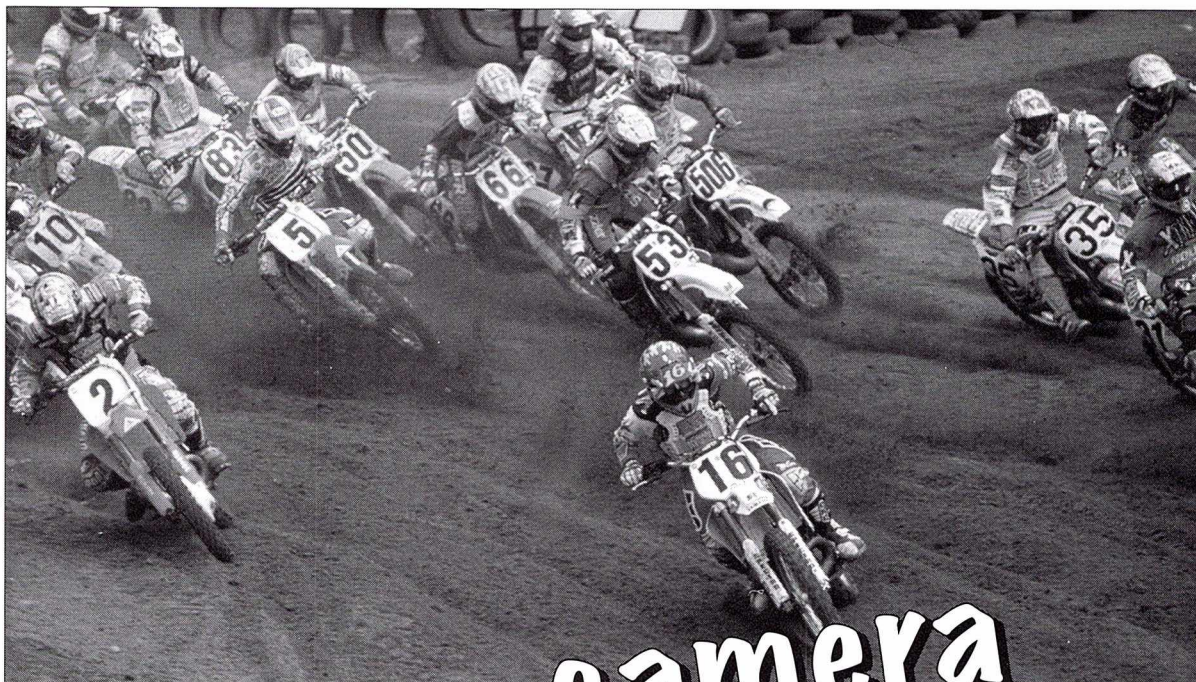
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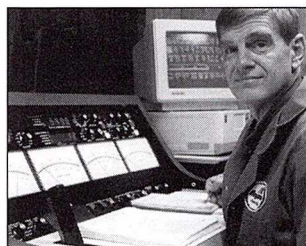
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CONNECTICUT**



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and Golden Spectro Gear Lube 80W
for all Team Boyesen riders.*

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Twenty-Five Years of Trail Rider!

Twenty-five years ago this month, trail riders and enduro competitors in New England were treated to a new magazine, dedicated to just their ambitions. The editor and publisher was a passionate enduro and recreational rider by name of Bob Hicks, living and working in Wenham, Massachusetts. Bob had ridden the ISDT on his Ossa, had ridden probably every enduro in New England on a variety of machines, and was very active in the Berkshire Trial along with Al Eames. He was also the publisher of Cycle Sport, a magazine that had been running for 11 years at that point, and by his own admission had reached the "saturation point," full of competition reports and reaching up to 140 pages an issue.

Competition was great, but Bob saw a need for a trail riding magazine to fill the void created by all the emphasis on competition, and out of that The New England Trail Rider was born. In his opening editorial in that first issue, Bob promised the new readers to bring them "general interest news and reports on just trail riding," for "pleasure and for sport." Reading it now, it's interesting to note that enduro riding was not considered to be "competition" at the time, enduro riding was the "sport" part. Competition back then was scrambling—the early form of motocross—and flattracking, as well as an emerging wealth of ways to scream a motorcycle around a race track. Just then, in 1970, is when a new thing known as a trail bike was coming onto the market, and Hicks could see that the world would never be the same.

The boom was already started when New England Trail Rider was born, and this new magazine left no doubt. As you flipped open to the first pages you were hit in the face with a full-color ad for the Yamaha line of trail bikes, actually called "Yamaha Enduros" in the ad: the 360cc RT-1, the 175cc CT-1B, the 125cc AT-1B, the 90cc HT-1 and the bike that maybe changed the world for many of us, the 250cc DT-1C. Really, before these bikes were born there was no such thing as an "off-road" motorcycle, unless you were associated with someone who knew how to get hold of such exotic European racing machines as those made by Ossa, Bultaco, Greeves, or Husqvarna. Before the DT-1 and the new breed of inexpensive, general-purpose trail bikes, if you wanted to ride trails you did it on a plain old motorcycle—a Harley or an Indian or a Matchless, a BSA or a Triumph, all "street bikes" of the time, but in the hands of the faithful they became the first trail and

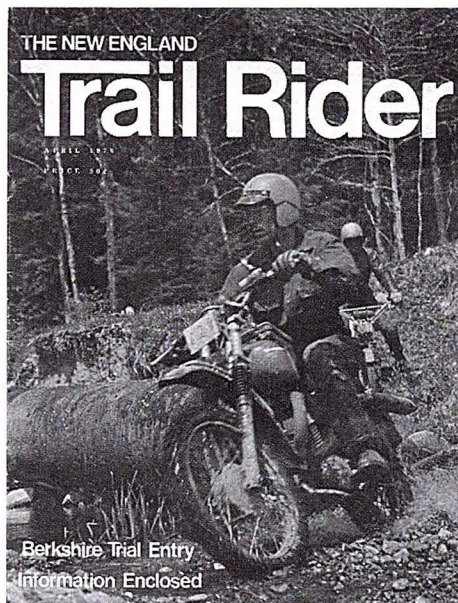
enduro bikes. And although that first issue of New England Trail Rider contained a feature story on how to make your Triumph 500 a better trail bike, those old dinosaurs were being ushered out in favor of the smaller, lighter, more responsive two-stroke trail bikes.

The Yamahas were at the front of a wave, and people were snapping up Yamahas and Suzukis and Hondas like they were penny pretzels at a county fair. The sport across the country was doubling practically every month, and the riding areas were full of happy families buzzing around on these things; and possibly very few of them even knew how to ride a motorcycle. It was free-wheeling, fun and loose, a phenomenon unlike anything that's come along since. You really did meet the nicest people on a Honda, as their ads of the time professed.

The April '70 issue of New England Trail Rider also contains a Competition Calendar with 16 enduros on the schedule for later

enduros attract more than 200 riders, while the Hinsdale Enduro in September had drawn an unheard-of entry of 300 riders!

"What might happen when word spreads and 500 or 600 guys show up for an enduro?" he asks later on, with honest concern; and really looking at it now, it's funny. NETRA enduros did climb in popularity after that, occasionally hitting the high numbers, but now it's gone back down to low levels again. Still, when the New England Championship Enduro draws 280 riders and the Rams M.C. complain that entries are "down" (the Rams, by the way, sponsored five of those enduros in 1970), you have to look back and smile when the



Volume 1, number 1, of Trail Rider. The first step down a 25-year trail, with no end in sight!

fathers of NETRA worried about more than 200 riders at a run.

It was a magic time. I was just 17 years old and really getting into it back then, and

certainly there's a fair number of readers here who hadn't even thought about motorcycles yet in 1970. Maybe not even born in 1970? True, but in a sport of young heroes, having 25 years of experience won't even buy you a cup of coffee, unless you're getting it at the Somers enduro and "know somebody."

The issue here isn't syrupy nostalgia; history is good to know, but the good old days are here, right now. On my desk I have a photo of Bob Hicks on his mountain bike, and a note saying the pedaling couldn't be better, and he was even working on putting a motorcycle back together for maybe a little dual sporting this year.

Still into it? Sure, he'll never be out of it. We're just happy he started it, and happy, after a name change or so, to still be printing Trail Rider, and still be excited about trail riding "for pleasure and for sport" after all these years.

Happy Twenty-Five! □



Still playing in the woods after all these years, although a mountain bike has replaced the dirt bike, for the most part. From left, Dave Latham, Bill Boles, and Bob Hicks, who is still publishing magazines as well as riding in the forests.

that season. It's interesting to look close into Hicks' editorial, and learn that "in 1968 a turnout of 75 to 100 riders for an enduro was considered to be outstanding," and that in 1969 they had seen many

NETRA AWARDS '94

A long day and a ton of awards cap off the '94 NETRA season

by Paul Clipper

Springfield, MA 1/28

The activity started at around 10:00 AM at the Sheraton Hotel in Springfield, when the vendors started setting up; rolling bikes in, building displays. The early risers started showing up at 11:00, strolling the lobby and looking at the products on display, getting rooms for the night or dropping off items for the auction. Tom Vella and the Salmon River County riders were already running wide open in preparing for the formal awards presentation and dinner, which didn't really start until 6:00 PM. No doubt about it, this was going to be a long day...fun, though!

The auction got underway at 1:00 that afternoon, and right away Jennifer Howley, Donna Morel and Howie the auctioneer knew they were going to be hard-pressed to clear the room by six. They presided over a mountain of stuff brought in by NETRA members, to be auctioned off to the highest bidders with a percentage of the sale going to the NETRA Legal Defense Fund. No doubt, this was the hub of all the action all afternoon, but if you got bored with that there were plenty of displays to look at, as well as a room of Vintage class machines to poke and prod, and a huge number of your fellow riders to bench race with.

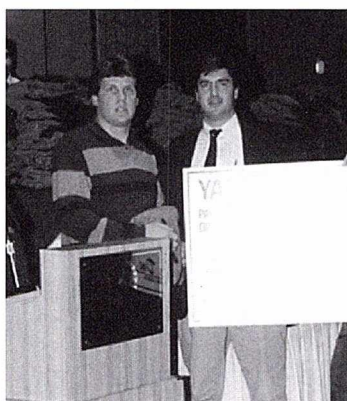
We walked around and looked at all the displays on hand, and found tables manned by Hellion Design, Dirt Works, JC Racing, Pro-

Hare Scrambles
Champion
Scott Phelps

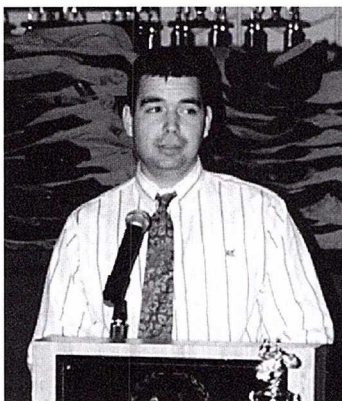
Action of New England, Tech Tubes, Fast Line Photos, Moose Racing, Steve Yenik Distributing, Midtown Kawasaki, Metzeler and Pirelli tires, Torco Oil, Garth Bean Videos, Manchester Honda, Moose Offroad, Ronnie's Cycle, Valley Motorsports, REP Porting, Works Enduro Rider, and artist Dave Ellingwood. There was a ton of stuff out there!

The dinner started at six, and we launched right into the program just to try to get finished by ten o'clock. Eight-time enduro champion Dick Burleson got up and talked for a bit, and gave a slide show for the crowd. He'd been talking all afternoon, and fit right in like another one of the guys. He's probably a secret Yankee, and just claims to come from Michigan. After Burleson came a raffle to move out a couple tables full of prizes, donated by the evening's sponsors, and then we started handing out jackets and trophies.

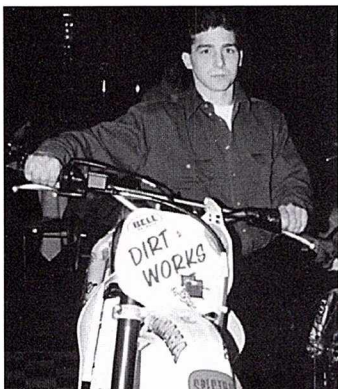
The first awards went to the tireless individuals in NETRA who work for the organization or their riders far beyond just normal participation. Christine Michelec was sent with the Bren M Award for all her work the Connecticut Ramble NETRA, and her home-erty, location of the U hare scramble Connecticut State scrambles, New Eng Championship enduro, the Firecracker Junior Enduro and the Summer Slam Junior



Off-Road Champion Dave Gunn



Enduro Champion Bert Guerrette



1994 NETRA Awards
 Dave Gunn Yam
 Off-Road Grand Champion
 Bert Guerrette Hon
 Enduro Grand Champion
 Scott Phelps Yam
 Hare Scrambles Grand Champion
 Christine Michelec
 Bren Moran Award
 Gerard Labelle
 Enduro Pit Crew Award
 Cindy Lemere
 Hare Scrambles Pit Crew Award

Enduro. Christine and her husband Martin, a past winner of the Bren Moran Award, have practically dedicated their lives to NETRA and the trail riders and racers in New England, and deserve our thanks every year.

Pit Crew Awards went to the people who have been watched working tirelessly to

1994 Award Winners

Enduro



C Rider Championship



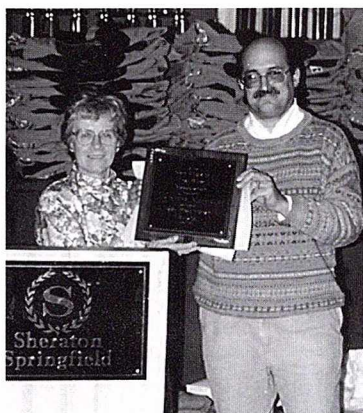
Bantam



Light



Heavy



Jerry Shinnars presents Christine Michelec with the Bren Moran Award.

Factory Connection, Spectro Oils, Link Racing and Dyno Port Pipes. Dave was presented special awards from Yamaha, including his YZ Bucks payout for the season, as well as a special award from

Answer Products and a custom helmet donated by Sullivan Brothers.

Bert Guerrette came out of semi-retirement to win the NETRA Enduro Grand Champion trophy this year, surprising a fair amount of people along the way. He also became the first rider in NETRA history to win the championship on a Honda. Bert won the enduro championship three times before, in 1987, 1988 and 1989, and we're certain a few of his competitors thought he was



Junior Enduro Grand Champions, Michel Millett and Shawn Tyrell.

gone for good when he got married. Guess what...he's back! Bert's sponsors include Manchester Honda, where he works as service manager, Factory Connection and Spectro Oils. Bert picked up awards from American Honda and a custom helmet from Sullivan Brothers, and was congratulated by Jeff Saloman of KTM



Enduro Women's class winner Karen Whittier.

Sportmotorcycle, who will be sponsoring his KTM

Hare Scrambles



Enduro Awards Bantam

1. Bob WhiteKaw
2. Kevin Howley Hon
3. Pete Tanner KTM
4. Glen Bauer Kaw
5. David Coutts Hon
6. Shawn Mason Kaw
7. Ed Bishop KTM
8. Brian Tucker KTM
9. Stephen Antoniou Kaw
10. Todd Dabkowski

Light

1. Rick Claxton Kaw
2. Dave Gunn Kaw
3. Paul Milliken KTM
4. James Kelly Hus
5. Marc Giroux Suz
6. Kerry Clark Yam
7. Larry Pugrab KTM
8. Stephen Vanasse KTM
9. Paul Courville Hus

Heavy

1. Michael Hines CRE
2. Michael Zahansky Hus
3. Jim Mitchell Hon
4. Stephen Kravitz KTM
5. James Copeland Hus
6. Daniel Cowan KTM
7. Phillip Steel KTM
8. Jim Royce KTM
9. Gary Ryan KTM
10. Guy Hill Hus

Veteran

1. Max Parkes KTM
2. Tom Vella Hon
3. Keith Honda Hon
4. David Kelley Kaw
5. Mike Kelley Kaw
6. Scott Gustafson Kaw
7. George Barrett Kaw
8. John Larotonda Hus
9. Tom Hardy Hus
10. Joseph Smith Suz

Senior

1. Gerald Randall Hus
2. Bill Johnson Hon
3. Fred Burnham KTM
4. Keith Goodell Hon
5. Earl Weller Kaw
6. Irving Witkop KTM
7. Dave Ellingwood KTM
8. James Stoddard KTM
9. Gordon Razee Hon
10. Kenneth Davis Hon

Four Stroke

1. Bill Drummey Hon
2. James Burns Hon
3. Kemp Stewart Hus
4. Ray Archambault Hon
5. Geoff Wurritzer Hus
6. Richard Seymour Hon
7. Kevin Jordon Hon
8. Bryan Liebenthal Hon
9. Layne Dutlinger Kaw
10. Steven Fastert Hus

Women

1. Karen Whittier Kaw

C Rider Enduro Championship

1. Mark Beauregard
2. Frank Santore
3. Jeffery Ryan
4. Tom Hall
5. Dan Hayes
6. Richard Phipps
7. Jean-Claude Zwick
8. Bruce Rocha Jr.
9. Dale Drew
10. Larry Smith

Junior Enduro Championship

- Michael Millett Hon

Grand Champion

1. Luke McNeil Kaw
2. David Simcock Hon
3. Hans Neff Kaw
4. Jason Rodrigue Suz
5. David Bradley Yam
6. Matthew Jalbert Hon
7. Chris Cramer Hon
8. Jeff Peristere Kaw
9. Matt Gendron Kaw





- | | |
|---------------------------------|-----|
| 10. Anthony Landino | Yam |
| Mini Enduro Championship | |
| Shawn Tyrell | Yam |
| Grand Champion | |
| 1. James Stoddard, Jr. | Kaw |
| 2. Mike Peristere | Kaw |
| 3. Brian Sebben | Suz |
| 4. Dan Young | Yam |
| 5. Andy Briggs | Kaw |
| 6. Nathan Kanney | Suz |
| 7. Eric Pouliot | Suz |
| 8. Caleb Kanney | Kaw |
| 9. Jess Berthiaume | Yam |
| 10. Drew Carpenter | Suz |

Hare Scrambles

AA

- | | |
|------------------------|-----|
| 1. Scott Phelps | Yam |
| 2. Todd Levesque | Yam |
| 3. Kristopher Mooney | Yam |
| 4. Randy McCann | Kaw |
| 5. Chris Crispin | Hon |
| 6. Jerry Madore | Hon |
| 7. Robert Speroni | Hon |
| 8. Thomas Norton | Kaw |
| 9. Dave Gunn | Yam |
| 10. Steve Formanek, Jr | Kaw |

125cc

- | | |
|---------------------|-----|
| 1. Joshua McLevy | Kaw |
| 2. Kenny Law | Yam |
| 3. Craig Vollkommer | Suz |
| 4. Brian Tucker | KTM |
| 5. Luke McNeil | Kaw |
| 6. Brian Barnes | Kaw |
| 7. Michael Millett | Hon |
| 8. James Prior III | Suz |
| 9. Chris Firth | Suz |
| 10. Charles Timothy | Hon |

200cc

- | | |
|-------------------|-----|
| 1. Jim Edmonds | Kaw |
| 2. David Fraser | Kaw |
| 3. Randy Law | Kaw |
| 4. Mark Olson | Kaw |
| 5. Todd Dabkowski | Kaw |
| 6. Bruce Yuill | Kaw |
| 7. Kevin Wall | Kaw |



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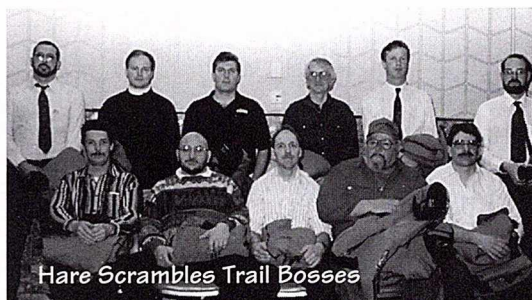
Rt. 9, Bennington VT 05201



Women



Mini



Hare Scrambles Trail Bosses

- | | |
|--------------------|-----|
| 8. Dan Olson | Kaw |
| 9. Scott Raymond | Kaw |
| 10. Scott Garry | Kaw |
| 250cc | |
| 1. John Mc Mahon | Hon |
| 2. Patrick Timothy | Hon |
| 3. Fran Halligan | Yam |
| 4. Harry Grant | KTM |
| 5. Shawn Levesque | KTM |
| 6. Michael Lewis | KTM |
| 7. Arthur Menzel | Kaw |
| 8. Russ Bain | Hon |
| 9. Mark White | Hon |
| 10. Scott Baker | Kaw |

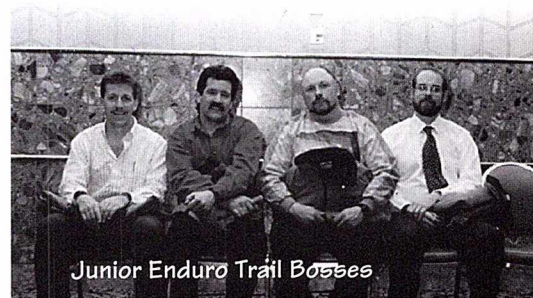
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|---------------------|-----|
| Open | |
| 1. Ken Valentine | KTM |
| 2. Pete Antinarelli | Hon |
| 3. Doug McKinnon | ATK |
| 4. James Stoddard | KTM |
| 5. Jim Kirchner | Hon |
| 6. Dave Carlson Jr. | Hon |
| 7. Daryl Cipperly | KTM |
| 8. Eric Brickle | Kaw |
| 9. Kenneth Niewiera | Hon |
| 10. Randy Morehouse | KTM |

- | | |
|----------------------|-----|
| Veteran | |
| 1. Phil Lemere | Hon |
| 2. Carl Binner | Yam |
| 3. Norm Turnberg | Yam |
| 4. Shannon Danylieko | Yam |
| 5. Herbert Murdough | Suz |
| 6. Roger Billharz | KTM |
| 7. Art Randolph | Yam |
| 8. Kip Dirazonian | Yam |
| 9. Dennis Byrnes | KTM |
| 10. Douglas Hansen | Hon |

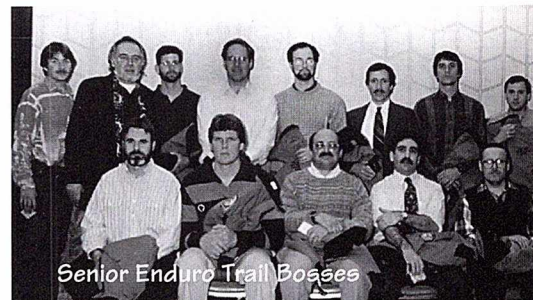
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|-------------------|-----|
| Senior | |
| 1. Gerald Randall | Hus |
| 2. Steve Formanek | Kaw |
| 3. John Millett | Yam |
| 4. Bob Young | Yam |
| 6. James Petrovic | Yam |
| 7. Richard Hesser | Kaw |
| 8. Victor Tiship | KTM |



Junior



Junior Enduro Trail Bosses



Senior Enduro Trail Bosses



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Paul Krause • Marty Smith • Danny LaPorte
David Rhodes • Mike Young • Chuck Miller
TEAM GREEN

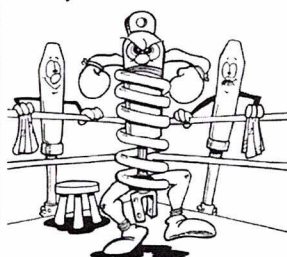
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Hare Scrambles Pit Crew Award winner Cindy Lemere and some old white-haired guy.

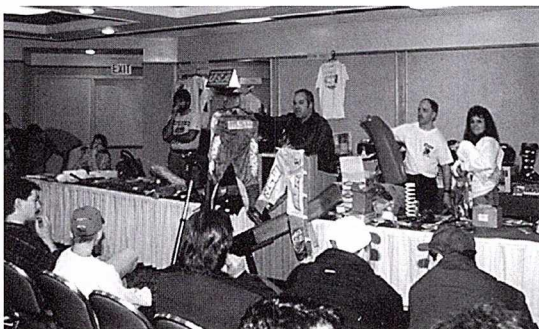


Dick Burleson told stories and entertained the crowd well into the wee hours of the night.

ride in 1995.

Finally we brought up Scott Phelps, who was picking up his third NETRA Hare Scrambles Championship. Scott has been busy riding NETRA events, as well as GNCC hare scrambles and whatever nationals he can get to. He was presented a check for YZ Bucks from Steve Swenson of Yamaha Motor Corp., a special award from

Volunteers worked the annual auction, which went on practically all day and all night, and netted \$1300 for the NETRA legal fund.



- | | |
|-------------------|-----|
| 9. Stephen Wilcox | Suz |
| 10. Pete Shafran | KTM |
- Four Stroke**
- | | |
|--------------------|-----|
| 1. Lee Pelletier | Suz |
| 2. Kevin Paine | Hon |
| 3. David Simcock | Hon |
| 4. Mark Burdick | Kaw |
| 5. Matthew Bingham | Hon |
| 6. Kemp Stewart | Hus |
| 7. Gus Bender | Hon |
| 8. Craig Franco | Kaw |
| 9. Geoff Wurlitzer | Hus |
| 10. Robert White | Hon |

Junior Hare Scrambles

- | | |
|-----------------------|-----|
| 1. Doug Stroh Jr. | Kaw |
| 2. Hans Neff | Kaw |
| 3. David Bradley | Yam |
| 4. Benjamin Britch | Yam |
| 5. Zachary Beaudoin | Yam |
| 6. Jason Rodrigue | Suz |
| 7. Jonathon Choquette | Yam |
| 8. Brian O'Neil | Suz |
| 9. Joshua Hesser | Kaw |
| 10. James Bourdon | Kaw |

Mini Hare Scrambles

- | | |
|-----------------------|-----|
| 1. Shawn Tyrell | Yam |
| 2. Eric Pouliot | Suz |
| 3. Jim Wesdowski | Kaw |
| 4. Andy Briggs | Kaw |
| 5. James Stoddard Jr. | Kaw |
| 6. Lance Davis | Yam |
| 7. Mike Peristere | Kaw |
| 8. Corey Lang | Kaw |
| 9. Scott Monette | Kaw |
| 10. Mark Hamilton | Kaw |

Women

- | | |
|--------------------|-----|
| 1. Sherry Landry | Kaw |
| 2. Linda Lascaleia | Kaw |
| 3. Amanda Young | Hon |
| 4. Dawn Silvia | Kaw |
| 5. Pam Minella | Kaw |
| 6. Michele Lau | Kaw |

Senior Enduro Trail Bosses

Snow Run: Bill Drummy & Dave Gunn
John Monahan: Kevin Joerres
Little Rhody: Rich Seymore & Bill Haas
King Philip: Steve Vanasse
N.E. Champ: Gary Schiessl & M.Rivard
Tri-State: Jerry Madore
Mudslinger: Dave Kelley
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The lucky winner is presented with the prize Fah-Q helmet in the annual raffle. From left is Burleson, Tom Vella, Tim Dine, Roger Billharz.

Bob Comalli of Dirt Works, his shop sponsor all these years, and a custom helmet from Sullivan Brothers. His sponsors include Dirt Works, Yamaha, Spectro Oil, Dunlop, Bell Helmets, Factory Connection, Hellion Designs, Kevco Stubbs, Enduro



Talk about taking over the hotel. The Sheraton is a beautiful place for the annual banquet.

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Finally we brought up the Mini and Junior Enduro grand champs, Shawn Tyrell and Michael Millett, respectively. They both received giant trophies for the accomplishments, as well as jackets and a custom helmet from Sullivan Brothers.

From there we just started handing out jackets, and the long list of names is reproduced here along with the photos of each class. Things went smoothly, except for the white-haired guy at the podium who couldn't pronounce a few names. All the while this was

going on, raffle tickets were being sold for a custom-painted Fah-Q Racing Arai helmet, by Jerry Bernardo. Bernardo had provided this and a host of other products, including a nearly unobtainable Moose XCR jacket, and donated the profits to the NETRA legal fund. In a massive drawing at the end of the show Tim Dine and Roger Billharz drew the lucky numbers, and a happy winner came up and claimed the helmet. Unfortunately, we didn't get his name, but he knows who he is. The NETRA legal fund received \$400 from the raffle and thanked Mr. Bernardo profusely.

With that out of the way, there was nothing left to do but party, which NETRA riders seem to have no trouble handling. They rolled the tables out of the way and left the disc jockey to do his work—up until then, he was helping us pass out jackets. When they closed the banquet room the parties moved upstairs, and rumor has it even King Richard himself was shaken out of bed and forced into a private get together. Salmon River County Riders did a bang-up job, with a special thank you to Jennifer, Donna and Howie; Tommy Norton, Steve Yenik, Tim Murphy, Jay Chittenden, Ken Atkins, Dick Burleson and Tom Vella. See you all next year in Saratoga Springs, and have a great racing season! □

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ECEA AWARDS BANQUET

A Lafferty sweep for the east coast's biggest enduro series

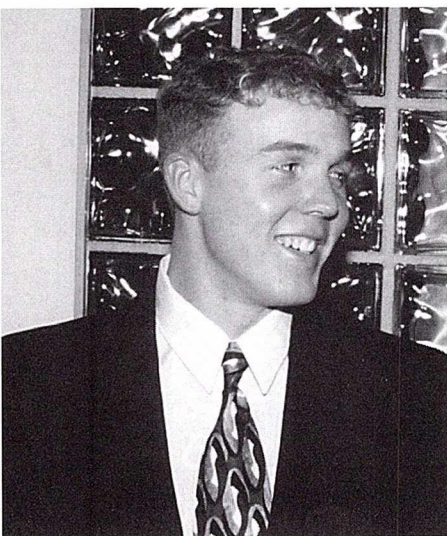
by Mark Uth, photos by Dave Uth

Holiday Inn, Wilmington, Delaware 1/28

The East Coast Enduro Association took curtain calls for the 1994 race season with the annual awards banquet, held on the 28th of January at the Holiday Inn in Wilmington, Delaware. Attended by nearly 400 riders and their guests, the highlights of the evening were the crowning of Mike Lafferty as the 1994 ECEA Grand Champion and subsequent trophies, prizes, and awards bestowed upon 1994 top finishers within individual A and B classes.

Many riders rose to the occasion, dusting off respective suits, ties and other formal attire for the evening's festivities. Coupled with their "dressed-to-kill" wives, girlfriends and dates, it made for quite the politically-correct setting. The evening began with an hour of mingling and bench racing in the pool area, while participants browsed among the new bikes and products displayed by various dealers, manufacturers, distributors and other entrepreneurs. Later a lavish buffet was held in the great banquet hall, followed by the main event, the awards presentation.

The 1994 season finish was an association first, from the standpoint that it was the first family sweep of the top three overall positions. Not surprisingly, it was that first family of enduro racing, the Laffertys of Port Elizabeth, who placed three brothers, Mike, Jack Jr. and Richard, in the top three slots. For Mike Lafferty, it was his first ECEA Championship and coupled with a strong finish at this year's Delaware National Enduro, vaulted him onto the national enduro scene with a KTM factory ride for the 1995 National Enduro Series. Mike plans on campaigning the entire nine race series riding a factory prepped 250EXC. Jack Jr., on the other hand, has more sedate plans for the 1995 season, campaigning a Fairway Honda CR250 in the ECEA series. That spells trouble for other 1995 hopefuls, such as brother Richard, Dale Hiles, et. al.



Grand Champion Michael Lafferty

In addition to individual awards, club awards for Best Enduro, Most Improved Enduro and Number One Team were announced and presented. The Tri-County Sportsmen ran away with the team standings and claimed the top position. Runner-ups in team standings were the Central Jersey Competition Riders and the Delaware Enduro Riders who tied for second. In best enduro voting,



The Lafferty family's moment of glory: Jack Jr., second place; Michael, Grand Champion; father Jack Sr.; and third place Richard. Without a doubt, this is the hardest working family in east coast enduros!

the Greenbrier Enduro put on by those Tri-County guys took top honors in that category as well. The 1994 Ridge Run Enduro was voted the Most Improved Enduro.

Nearly all trophies and plaques were accompanied by bags full of goodies that included various complimentary gear and apparel. The list of sponsors is considerable, and (space permitting) is presented in the sidebar. We here at Trail Rider would like to extend a hearty congratulations to all of the ECEA's finest and thanks to all sponsors who helped throughout the year. □

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2. Mike McHale	Yam	
3. Marc Groseman	Kaw	
4. Bill Atkinson	KTM	
5. Ed Hamilton	Kaw	
A 125		
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2. Brian Smith	Hon	
3. Donnie Simone	Kaw	
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5. Bob Agonis	Hus	
6. Allen Vanneman	Suz	
7. Vic Chalow	Yam	
8. Skip Montana	Suz	
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10. Richard Lorenson	KTM	
A 200		
1. Robert Hohn	Kaw	
2. M. Dean Spencer	Kaw	
3. Scott Wolcott	Kaw	
4. Steve Reed	Kaw	
5. Robert Morris	Kaw	
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9. Jim Brethauer	Kaw	
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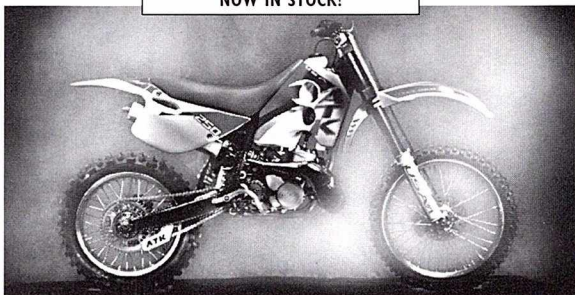
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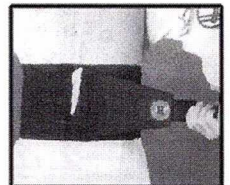
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The Truth About SOLID FOAM TUBES

Do you really need this?

We are going to warn you right up front: You probably don't need solid foam tubes in your bike. If you're a casual trail rider, just looking for flat protection for a season's riding on one set of general purpose tires, you definitely don't need foam tubes. As a matter of fact, they would probably complicate your life to a tremendous degree. Same goes if you're just a casual racer, who considers flats a hassle and would like to do away with them just to make racing life easier. Read on, and you determine how much easier living with foam tubes might be.

There's only one situation where foam tubes are the way to go: If you're a top-level racer with everything on the line. If you're sponsored by a demanding (or high paying) benefactor who wants to see results; if you're very seriously going for a championship—national or otherwise—and having a flat tire would put you out of the running for that day...well, then this is your only option. The curious thing about foam tubes in our mind here at Trail Rider, is that the two camps of riders are separated by a bold, black line: you either don't need foam tubes at all, or you can't live without them. There is no inbetween. Here's why.

Who Makes Them?

Michelin Tire Company started it all out. They came out with the Michelin Mousse foam tube, a resilient foam inner tube product that mimicked the "feel" of an inner tube full of air as closely as possible. This

all began nearly ten years ago, and the Michelin Mousse was used by international racers with everything on the line, mostly in rally and European off-road competition, because Michelin just wasn't as big over here as it was in Europe, at the time. This first brave riders worked their way through a myriad of foam tube problems, which we'll get into as we go along. The problems with foam tubes are irrespective of brand name—they all do the same things wrong, just as they all do the same things right.

Michelin sizes their Mousse tubes to exactly fit their own knobby tires, a specific tire to a specific Mousse. This has become painfully obvious to any of you foam tube users out there who tried to fit any old Mousse tube into, say, a Dunlop K490. Felt like you had a flat tire, right? That's because the Mousse was too small for the tire, plain and simple. It's possible to measure the Mousse and match it up very closely with a specific size of someone else's tire, but even if you can the profile of the Mousse more than likely won't match the profile of the other brand of tire.

We did not test Michelin products for this article, but all of the information and tips presented here still apply: when it comes right down to it, foam tubes are foam tubes. Remember that.

Tech Tubes were the second product on



Ready for an afternoon of tubing. Here we have a Moose Blue Tube (top) and a Tech Tube, plus a mounting board with a carriage bolt stuck through it, six pairs of Vise Grips, two of the biggest tire irons we could find and tube lubricant.

the market. Tech Products makes 30 different sizes of Tech Tubes, for 17, 18, 19 and 21-inch wheels, in a variety of sizes and densities to fit a vast array of tires. One significant thing about Tech Tubes is that they are a bonded extrusion rather than a molded product. Whether or not this is a technical advantage remains to be seen, since the science of foam tubes is so young. We have cut open molded Michelin Moussees and found the very inside of some of them to be as dense as un-baked cake batter, and we would be inclined to believe that a denser substance might hold heat better...but without any real scientific research we would just be guessing. At any rate, the Tech Tubes we've cut have always been of uniform foam structure throughout.

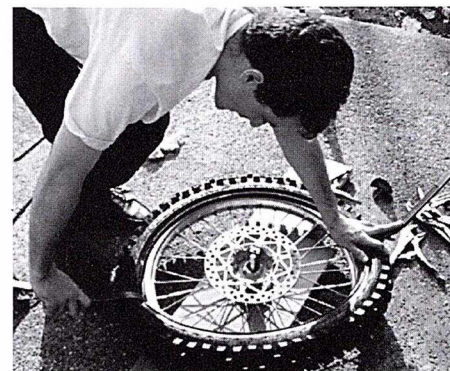
With all the possible sizes available, you might find selection bewildering, but the people at Tech Products have first-hand



"Yep, yer gonna have to lube it!" The life's blood of a foam tube is lubricant and lots of it. Bob White of Tech Tubes administers the ointment.



The well-greased tube is inserted into the tire, which sometimes takes three or four hands and a foot or two just to get it all together.



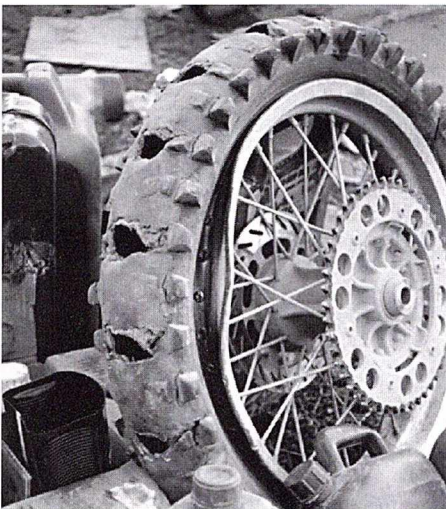
Next you hold the tube in and start the tire on the rim in the usual way, only you'll use Vise Grips to keep the bead from popping back out.



When you've gotten it to this point you're home free. Small bites with the tire irons will get the rest on, and you'll be flat-free until it's time to change!

experience with tire-fitting, and can advise you on exactly what size you need to get the job done, with the tires you want to use. When pressed, though, Tech would admit that the profile of their tubes were designed to fit Dunlop tires exactly.

As we're going to press with this, Tech Products is experimenting with a hybrid Tech Tube, a foam liner designed to accept an inner tube. With this new product, you'll be able to regulate the air pressure of the tire, while still protecting it against all but the most severe tire-blowing hits. The main advantages of the Pro-Tech Liner, as it will be called, is the relief from heat absorption



This is what happens if you let the lubrication break down and the tube gets too hot. Not a pretty picture, and not the best way to win an event.

due to the air in the inner tube and ease of installation. Heat, as we'll get into soon enough, is the Achilles heel of foam tubes, as we'll get into shortly.

The newest member of the foam tube party is Moose Racing, who offers the Moose Blue Tube. The Blue Tube is a molded product, available in two basic sizes, 80/100-21 and 120/100-18. The profile of the Moose tubes is based on the Dunlop K139 for the front and the Dunlop 695 for the rear. Moose Racing can offer experienced advice on fitting the Blue Tube to other brands and models of tires.

How Do You Get Them On?

Tech Tubes says it best in their instruction

sheet: "Method 1: Get someone who owes you a big favor to install them for you!" Basically, installing foam tubes is like mounting a fully inflated tire, if you can imagine that. Each different type of tube comes with its own preferred method of mounting, but it basically goes like the following.

First, you have to lubricate everything with the proper type of grease, usually sold to you with the tube. Most people we talked to agreed that a silicone-based grease is best, and you have to lube the inside of the tire as well as the entire tube. Then you jam the tube inside the tire, and lever the first side of the tire onto the rim just like a normal installation.

Then it gets tricky. By standing on the tube/tire combination, or using levers, you can force the tube down onto the rim. We found that the Moose tube, because of its

teardrop shape, fits down onto the rim and stays there, while the Tech Tube might tend to squeeze back up once you get started. This being the case, you might need a friend nearby to jump in and stand on the bulging part to keep it in line while you work with the levers.

With the tube wrapped around the rim, you start levering the tire on as usual, lubing the bead with tire mounting lube to help things along (naturally, you try to keep the grease off the bead as much as possible). Once you get about halfway around you start clamping Vise Grip pliers onto the bead of the rim to take up space and force the bead of the tire into the drop center of the rim. If you don't do this, the foam tube is going to force the bead to try to seat itself on the rim, making mounting impossible. You'll need at least four pairs of large-size Vise-Grips to clamp the rim 180 degrees

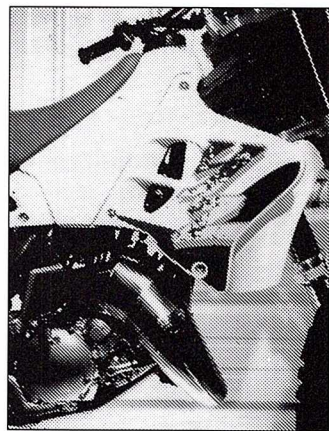
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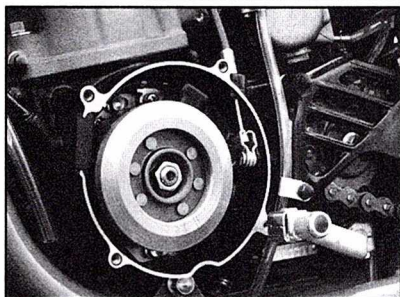
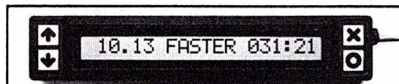
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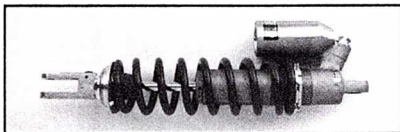
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around the mounted side of the tire. See the photos if you're starting to get confused.

With the Vise-Grips in place, you switch to heavy-duty truck tire irons and lever the rest of the tire on carefully, so as not to tear the bead on the tire. If you use a rimlock, which is advisable in wet or severe terrain conditions, you want to take the last "bite" at the rimlock and be pushing the rimlock stem in with another tire iron as you pop the last bit of bead on.

Meanwhile you anchor this whole process by hammering a three-foot piece of rebar into the ground and pinning the wheel down through the axle hole, to keep everything from moving. Or, mount a long carriage bolt through a piece of plywood and work over that. When you're prying on a greasy tire bead with a sixteen or twenty-inch tire iron, things will get mighty ugly if you have to chase the whole rig across the garage floor. It's also a fine idea to wear your helmet and good eye protection while you do it, to protect against flying tire irons and Vise-Grips (really!).

Removal, as the saying goes, is roughly the opposite of installation.

What's Wrong With Them?

In a word, heat. A solid foam tube doesn't shed heat like an air-filled tube; as a matter of fact it absorbs heat. Because of that you shouldn't even consider using foam tubes on a street bike or on a dual sport bike that sees a lot of high speed dirt or paved road work. Using a foam tube "on the road" is inviting disaster.

At the same time, the beating and hammering that a foam tube will take under a really aggressive rider in an enduro or hare scrambles can generate almost as much heat, and really abusive terrain can cut and tear at the surface skin of the foam tube, helping to break it down and also creating rough edges that increase friction and heat. This is why you lubricate the tube so heavily—to reduce friction and heat.

For a normal rider, the trouble will start after a few rides on a foam tube, when the lubrication starts drying out, breaking down, or even being absorbed into the porous foam. "The worst thing you can do is leave the tire and tube mounted for long periods of time," says Kevin Hines, our resident foam tube expert, "when the lube breaks down, the tube is going to die." Well before the lube starts drying, you should remove the tube, check it for damage, clean it, re-lube it, and then reinstall. This should happen every two or three good rides, or about 200 miles in New England, according to Hines.

And that's the primary fault of foam tubes. No way can you leave them in for half a season and never have to worry about flats—not unless you're a casual rider who only goes out one or twice a month and never rides anything that will generate high heat. Which is very unlikely.

"The other important thing, probably the most important, is to make sure the tube fits the tire exactly," says Hines. "If it goes in easily, it's too small; and if it's too small the flexing creates way too much friction, and the tube will burn up."

"Burn up" is probably the most spectacular way to describe it, but it's not far from the truth. The first time we personally witnessed Michelin Mousse failure was in the Incas Rally in Peru, when the riders covered

a long, hot, super-fast stage from Cuzco to Puerto Maldonado and back. The bikes were going as fast as they possibly could, and the tires got so hot that the foam tubes inside started melting and were spinning out of the beads of the tires. With that level of heat, the tires delaminated and all the knobs as well as the base rubber of the tires flew off, and riders who were lucky enough to finish ended the day with only the beads of the tires stuck to the rims. At the least, you wind up with a "flat," the very thing you were trying to avoid, and when you pull the tire off the tube is in pieces, or reduced to dust.

This is why you keep them clean, lubricated, and make sure you don't cross the line into "too hot" riding. Doing everything right reduces the possibility of failure, but it is difficult to predict success. We witnessed failures at the Nevada Rally in the hot summer, while some riders had no trouble. We also saw failures—of every brand of tube—at the ISDE in Tulsa this fall, on both the hot and cold days.

All this is still experimental, in case you haven't guessed. One possibility being explored now is the tendency of lube to be absorbed into the foam tube (since it's like a sponge anyhow). Some riders swear by wrapping their foam tubes with duct tape, to make the skin a little stronger and make it less likely to absorb the lubrication. Tech Tubes is also experimenting with building tubes with a tougher skin, or even coating the tubes as the final manufacturing step.

Wow! What's Good About Them?

Unlike a rubber bladder pumped full of air, foam tubes don't bounce when you hit a rock or log. They stick, instead, which makes your bike handle wonderful in the rocks, although some guys aren't really fans of the "dead" feel. Most riders back off the rebound damping in their forks when they use foam tubes, to compensate. We've been testing with both a Blue Tube and a Tech Tube in the fronts of two of our test bikes, and so far are really pleased with the "feel" of them; and find very little difference between the two. Weight is higher than an air inner tube, but we haven't seen it as a serious handicap.

"I think it's a good idea for everyone, really," says Kevin Hines, who isn't in the business of selling foam tubes. "By the time you get to the enduro and get entered and on the trail, you've spent \$100 or more on the day, and it's a shame to get a flat tire and waste all that money and effort." Kevin says changing foam tubes is a skill like anything else, and anyone can learn how to do it. We'd estimate that you'd have about \$200 invested in tire irons and Vise-Grips once you got really comfortable with it.

Finally, if you do everything correctly, keep your tubes and tires clean, in good repair, and lubricated, you will not get flats, at all. Your riding style will change, and now rather than having to tip-toe over places where you'd fear a flat, you'll be able to slam through with no regard for what it may do to your tires. In the process, you will shave many seconds off your section times, and take a quantum leap in front of your competitors. As far as flat tires go, you will be invincible.

And if that's what you need, Bubba, welcome to Club Toob. You're one of those people who can't live without them. Happy tubing! □

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Shady Hollow National

Trying out a new dual sport ride in Ohio

by Ed King

Southeast Ohio has been the home of two AMA National dual sport rides for several years. The spring ride in Logan, and the fall ride in McArthur have well founded reputations as serious off-road trail rides. My usual riding buddy in fact tried to talk me into riding the 1994 McArthur event. I had heard enough rumors about the ride's "seriousness", and declined. He went, and found new meaning for the words "fatigue," "bruised," and "climb THAT?" Some riders would call them enduros without checks.

Buckeye Dualsporters organizers Bill Kaepfner and Dave Groman decided to develop an event they like to call a "true dual sport" ride. The First Annual Shady Hollow National Dual Sport Ride, sponsored by the Buckeye Dualsporters & Dual Sporter Magazine, was held July 10, 1994. The one day "Shady Hollow" was almost as long as its name, and covered nearly 200 miles of shady paved, gravel, dirt and seasonal-use country roads. The ride was far from boring however, as the Hocking Hills and the Wayne National Forest of southeastern Ohio is an absolute maze of narrow crooked country roads. Uphills, downhill, off-camber gravel turns, miles of scenery, and constantly changing road surface required attentive riding. For the more adventuresome, there were a number of optional off-road sections that were definitely "enduro quality."

The day started with a mandatory rider's meeting at 8:00 AM, and by 8:30 most of the 30 riders were on their way. It was necessary to pay very close attention to the route sheet, as there were almost no markers or arrows along the road portions of the route. Arrows and markers were used, however, on the off-road sections. The route

sheet was very well done, and had plenty of resets, road names, information and gas stops. At the rider's meeting we were advised to keep up a good pace for this longer than average ride, and it was good advice.

When Bill Wood from AMA's American Motorcyclist magazine appeared at the rider's meeting on a shiny red "loaner"

al sections on a Honda XR250R with knob-bies, and I got my share of slippery clay and mud. Eyewitnesses were thoroughly impressed with Bill's finesse in hustling the 500 pound BMW through the mud.

I rode all the optional sections, made two quick gas stops, and wolfed down the free lunch at the Ash Cave picnic area. It still took until 3:00 PM to make it back to the start/finish check-in at the Amerihost Motel on Route 33 in Lancaster. To get entrants on their way home as quickly as possible, the Buckeye Dualsporters came up with a unique (quick and painless) twist for distributing door prizes at the finish. The organizers had held a random prize drawing while we were on the road, so when you checked in, you checked the list for your prize. Almost all of the participants won something, ranging from tires to hats or chain lube. The bike was on the trailer and we were on the road by 3:30 with plenty of time to get home. It was a great change-of-pace ride.

The 1995 Shady Hollow dual sport ride will again be in July, we're told. Watch the American Motorcyclist or Dual Sporter magazine event schedules for exact date(s), as the event may grow to a two day ride. It will start just down the road from Lancaster in Logan, to access even more mileage in the Hocking Hills and Wayne N.F. For further information, or just to get on their mailing list, contact Buckeye Dualsporters, 184 Sunset Drive N.E., Newark, Ohio 43055-9170; (614) 763-2042.

If for some reason you can't make the 1995 Shady Hollow Ride, then ride the 1994 route. It will be published in the 1995 issue of "Ride Ohio" magazine, available late spring or early summer. Either stop by an Ohio motorcycle dealer, the motorcycle road races at Mid Ohio racecourse June 3-4, or call 1-800-BUCKEYE for your copy. □



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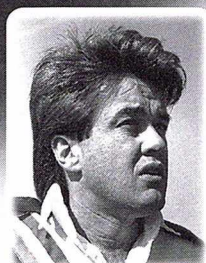
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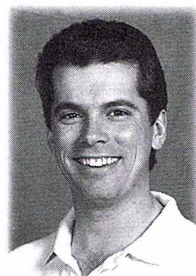
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Eastern Long Island Dual Sport

A peek at the hidden trails of Long Island

by John Savio

Manorville, LI, NY 10/9/94

What is wrong with this picture? You are driving along, bike loaded and clean, stopping to pay the toll into Brooklyn as you drive out onto the largest sand bar on the east coast. You think to yourself, "Where the hell do they ride around here?" As you cruise east on 495, seventy five miles later, things begin to change as office buildings and shopping centers transform into pine forest. You pull into Grace's, a friendly hot dog stand, and head to the back of the parking lot where riders are gearing up while sipping on a fresh cup of joe.

At the back of the parking lot a small crowd is forming at the sign-up table where the rider's meeting is about to get underway. As you slice your route sheet you hear the trail boss begin a speech explaining the unique riding situation. Thirty-five riders then proceed to saddle up and head out on 70+miles of delicious loam. Not one whined for a refund.

The riders then rode onto pavement and into an area that older ECEA riders remember as the Punk's Hole Enduro, only this time it would take four-strokes to ride it. A conscious effort was obviously made to give an enduro-like feel to the event. There were long trail sections, albeit not overly difficult, with minimal use of pavement that connected sections of terrain similar to New Jersey medium tight with hills, or as one New Englander described it: "King Philip without one rock." The previous week's rain gave the terrain excellent consistency and consequently eliminated any stoppers.

Midway through the run a lunch stop at McDonalds was welcomed as riders completed 30-something miles of trail that were somewhat challenging on a dual sport bike. The comradery was incredible as the riders seemed to naturally group themselves into three waves of ten, and they stuck together really well. Many of the riders with newer bikes commented that they had never pushed their DS bikes so hard. Amazing, the things you can get away with on a quiet street-legal motorcycle.

Every ride has its trademark, ELIMC's was a mudhole this year. The enduro guys just smoked right through it and one new KTM R/XC 400 rider's front wheel never got wet as he twisted it onto dry ground, and you thought DS bikes were lame. NOT! Some of the more street oriented riders looked for a

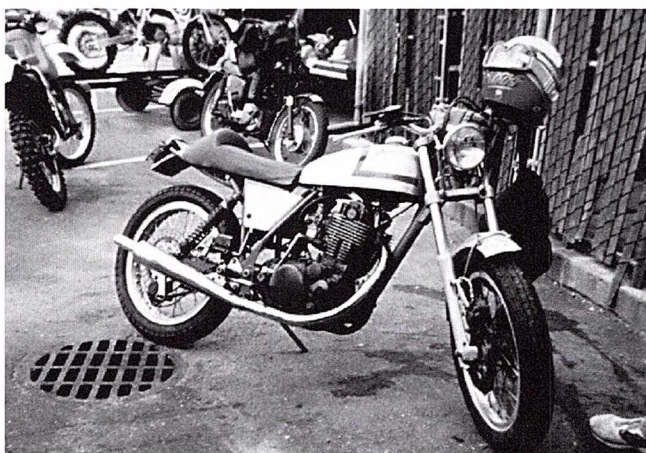
way around it or waited to see someone else go through it before chancing it. Ironically the only rider to dump it tried to go around, so maybe there's a lesson learned. Riders then proceeded through Yaphank, Brookhaven, and Manorville and many of them were totally stoked by the rideable trail. No ride on Long Island would be complete without some whooped out single track, however we

were careful not to abuse too many dual sporters, we do want them back next year.

After the event, riders drew cards and were awarded prizes and old trophies donated by club members without enough attic space, what a bunch of guys. Kudos to the trail boss, Kevin Horne, and Bill Juvet and Mike Malvasio, for putting together an epic ride in the land of NO. I still have not figured out how they get away with it. Special thanks also to Grace's Hot Dogs Plus, Long Island Kawasaki-Yamaha, and Spectro Oil for the complimentary prizes, and to the 35 riders who participated. This turnout doubled last year's ride making the event a huge success. All the riders had a great time and one nameless rider is an honorable mention: he rode an XR

650 from Manhattan, but left before we could present him with the Iron Butt Award.

If you're a dual sporter living in the tri-state area, this is a must-attend ride! Peace, and see ya next year. ☐



You find all kinds of bikes at a dual sport ride, but that's okay. The object is to ride and have fun, on whatever you've got!

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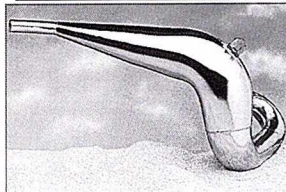
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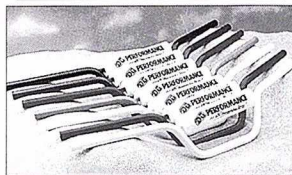
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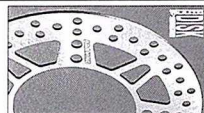
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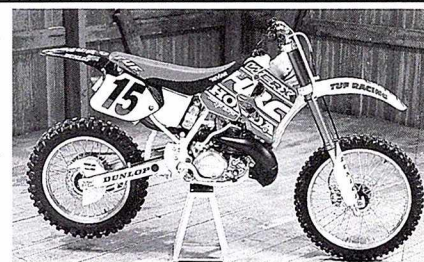
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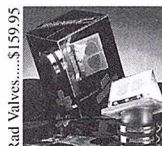
REPLACEMENT PLASTIC

	FRONT FENDER	REAR FENDER	RAD SCOOPS	SIDE PANELS	FRONT DISC	HAND GUARDS	FORK SLIDER	FRAME GUARDS
CR125	16.95	21.95	42.95	48.95	24.95	19.95	37.95	20.95
CR250	16.95	21.95	42.95	48.95	24.95	19.95	37.95	20.95
CR500	16.95	21.95	52.95	48.95	24.95	19.95	37.95	20.95
KX125	19.95	22.95	50.95	47.95	24.95	14.95	32.95	20.95
KX250	19.95	22.95	50.95	47.95	24.95	14.95	32.95	20.95
KX500	19.95	22.95	45.95	47.95	24.95	14.95	32.95	N/A
RM125	22.95	27.95	50.95	48.95	24.95	14.95	37.95	20.95
RM250	22.95	27.95	50.95	48.95	24.95	14.95	37.95	20.95
RMX250	22.95	27.95	41.95	N/A	N/A	14.95	N/A	20.95
YZ125	24.95	24.95	41.95	48.95	24.95	14.95	37.95	20.95
YZ250	24.95	24.95	41.95	48.95	24.95	14.95	37.95	20.95
YZ490	24.95	24.95	41.95	55.95	24.95	14.95	N/A	N/A
WR500	24.95	24.95	N/A	N/A	N/A	14.95	N/A	N/A
KTM125	22.95	26.95	31.95	32.95	N/A	N/A	20.95	N/A
KTM250	22.95	26.95	31.95	31.95	N/A	N/A	20.95	N/A
KTM300	22.95	26.95	31.95	31.95	N/A	N/A	20.95	N/A
KTM600	22.95	26.95	N/A	N/A	N/A	N/A	20.95	N/A



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TRAIL RIDER TOOLBOX

by Mark Uth

Clutch Overhaul Procedures

I'm hard on clutches. No speed too slow, no gear too high? Just stab the clutch and whack the throttle to induce forward motion. Unfortunately, this practice plays hell on clutch components as worn out plates and other more expensive mayhem often result. We've shelled out more than our fair share of green on replacement plates, springs, clutch baskets, etc. However, this timely replacement of worn clutch components has, so far, kept potential high dollar collateral damage at bay.

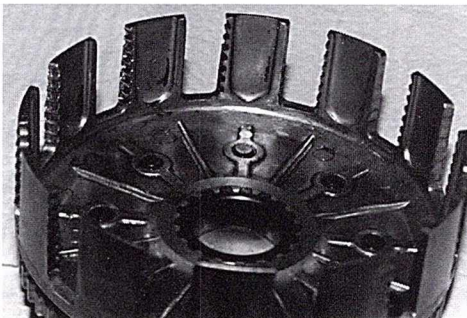
Diagnosing clutch problems present little challenge to the attentive rider/mechanic. Slipping clutch action, typically under heavy load conditions, is caused by worn plates, sacked out springs or clutch actuation (cable) misadjustment. The problem here is that excessive clearance between

the clutch and drive plates, insufficient pressure exerted by the clutch springs, or insufficient clutch cable free play, impedes full clutch engagement. More serious problems can be felt as a odd motor vibration during engine deceleration. While at a stand still, with the motor at normal operating temperature and transmission in neutral, blip the throttle and observe/listen as the motor spools down. Usually felt more than heard, a strange vibration is often caused by slop between the clutch basket and the "tangs" of the clutch plates that engage it.

Failure to promptly act on deteriorating clutch components can lead to expensive damage. Slipping clutch action will open up the can of worms associated with engine overheating. Disintegrating clutch plates or clutch basket, on the other hand, can FOD the primary drive, with potential damage to cranks,

cases, side covers, etc. Wintertime clutch rebuilding makes for a good pre-season project that will stave off that potential for catastrophic failure, and potentially improve clutch feel and effort as well.

Clutch overhaul should begin with an inspection of clutch components. The clutch basket can be accessed on newer models (with two piece clutch side covers) by simply removing the dedicated clutch cover. On older models, and when the clutch basket is to be removed, the entire side cover must be removed.



Here's a totally brutalized clutch basket...the tangs are supposed to be smooth. The only thing you can do is replace the whole basket.

Removal of the complete side cover on most newer bikes means draining the coolant, disconnecting power valve linkage and removing hoses, shifter, kickstarter, etc. Clutch work can be accomplished without draining the transmission oil by laying the bike on its side, prior to remov-

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ing the side cover—for simple inspections or quick clutch plate changes. However, when replacing major components, its best to drain the transmission oil and replace with fresh after the overhaul is completed.

Once the clutch is exposed, there are usually six or seven small (6mm thread) cap screws used to retain the pressure plate and clutch springs. When removing and replacing these screws, it is recommended that they be backed out (or tightened down) evenly, in an attempt to keep even spring pressure on the pressure plate. When replacing these screws, pay close attention to allowable torque, as the holes threaded into the soft aluminum of the clutch basket can be easily stripped.

Different linkage schemes are used to disengage clutch action. Whatever particular method you model uses, pay close attention during disassembly, so that reassembly can be accomplished with the least possible confusion. With the spring retaining screws removed, the pressure plate and clutch springs can be removed to access the clutch plates and assess component wear.

The clutch (or friction) plates generally wear in two places. Obviously, the friction material itself wears away and reduces plate thickness. Plate thickness should be measured with a micrometer and compared to the limits in your shop manual. Additionally, the tangs on the outer edge of the clutch plates can become worn where they contact the clutch basket. If the tang corners are rounded off or otherwise worn away, then the plates are garbage. Continued use of plates with worn tangs will waste the clutch basket. The driven (metal) plates need only be checked for thickness, using the same measurement process as earlier. While steel plates rarely need replacement, aluminum plates common on new motocross bikes will need be replaced every couple of overhaul cycles. With both sets of plates, be on the lookout for heat damage in the form of warped plates or brittle friction material. Questionable plates should be replaced.

The flip side of clutch plate tang wear is the "grooving" phenomena of the clutch basket. As the tangs of the clutch plates slam into the clutch basket fingers, small grooves are eventually worn into the fingers. These grooves weaken the clutch basket fingers and increase clutch actuation "pull," preventing the tangs from sliding smoothly within the clutch basket. In mild cases, the grooves can be smoothed out with a file and the clutch basket returned to service. In extreme cases, however, there will be too much clearance between the tangs and clutch basket fingers (even with new plates) which will severely reduce clutch life and eventually lead to failure of the clutch basket fingers. In these cases, a new clutch basket (ouch!) is in order. Clutch baskets usually ride on some sort of a bearing, often a fragile needle bearing assembly. When replacing the clutch basket or otherwise doing a major engine bottom end overhaul, replace the clutch basket bearing as well.

Adjustments and Hop-ups

Some models, like KTMs or Rotax-powered ATKs and Can Ams have an internal clutch cable engagement adjustment. If you're experiencing trouble with the cable adjuster at the handle bar, the internal adjustment can solve that crisis. Other

(read: Japanese) models usually have a cable sheath adjustment instead. Regarding drive plates, we're partial to the steel plates commonly available for most bikes. As we said earlier, the steel plates last many times longer than their aluminum counterparts. Additionally, steel plates are less affected by heat and add a little flywheel effect as well.

Clutch engagement feel is greatly affected by the clutch spring tension. Springs with a low spring rate provide a light clutch pull at the expense of additional clutch slippage. Heavier springs are tougher to pull in, offer a more abrupt clutch engagement, but curtail slippage between clutch plates. Clutch springs among many manufacturers are interchangeable, giving the rider the opportunity to "tune" their clutch

engagement action. For instance, Honda CRs, 125cc through 500cc, all use springs of the same physical dimensions with different spring rates. Honda keeps this straight by painting them different colors—green for 250s and yellow for 500s, etc. We've experimented by swapping out combinations of 3 or all 6 of our CR250 clutch springs at different times. Similar interchangeability exists with nearly all other manufacturers.

The final clutch action tip concerns transmission oil level. Many racers, even factory teams, routinely increase transmission oil level slightly to improve clutch action and life. Most agree that increasing tranny oil volume by 25 or 30 percent poses no threat to the transmission. □

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CURLY FERN ENDURO

Sponsored by the
South Jersey Enduro Riders

AMA and ECEA sanctioned



April 9, 1995

Key time: 8:00 A.M.



Trophies: C class—10 places; A & B, Super Seniors—5 places; AA, Women—3 places

Start: Wharton State Forest, Indian Mills Gun Club. Take NJ Route 206 to Atsion Road, gun club is down Atsion Road three miles on right. Arrowed from major intersections.

Food: No alcoholic beverages allowed in the state forest. A spaghetti dinner will be served Saturday, breakfast and lunch will be available on Sunday.

Entry fee: \$30 pre-entry, \$35 post-entry. Make checks payable to S.J.E.R. Mail entries to South Jersey Enduro Riders, 49 Sherwood Drive, Turnersville, NJ 08012. Drawing will be held March 31. You will be required to sign a "Statement of Responsibility" on the day of the event.

Requirements: All vehicles and riders must be licensed, registered and insured, you must have all paperwork available at sign-up. License plates must be affixed to vehicles. Riders or vehicles without documents will not be allowed to compete. All bikes must have a firmly attached spark arrestor, plus a headlight and taillight. There will be an AMA sound test during tech inspection. No refunds to accepted applicants. All entrants must have a valid AMA card and ECEA enduro license. The ECEA license may be obtained the day before the enduro only. There is no fee for this test. Holders of AMA "A" cards will be issued an ECEA card without testing. NETRA and other association riders will be issued a license comparable to their current enduro license or card. New riders check "C" class on entry form.

Camping: Plenty of free camping space available.

Sign up: Open Saturday afternoon and 6:00 A.M. Sunday.

Information: (609)227-5078

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

- | | | | |
|--|---|----------------------------|----------------------------|
| <input type="checkbox"/> AA | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> C |
| <input type="checkbox"/> Senior (40+) A-B | <input type="checkbox"/> Super Senior (50+) A-B | | |
| <input type="checkbox"/> Four Stroke A-B-C | <input type="checkbox"/> Women | | |
| <input type="checkbox"/> Veteran (30+) A-B-C | <input type="checkbox"/> Masters (60+) | | |

PLEASE READ AND SIGN THIS RELEASE!

I hereby give up all rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

Participant under 18 must be
notarized parent/guardian

SORRY--NO RIDERS UNDER 18 ALLOWED

Signature (sign in ink) _____

No. _____

Commission Expires _____

29th ANNUAL

PINE HILL ENDURO

ECEA and AMA District 7 Championship Enduro Series event
THIRD ROUND OF THE NJ STATE CHAMPIONSHIP SERIES!

Lebanon State Forest

New Lisbon, NJ

presented by

Central Jersey Competition Riders

May 7, 1995 • 100 Miles (approx.)

Keytime 9:00 A.M. (NOT 8:00 A.M.!)

NO BIKES STARTED BEFORE 7:30 A.M.—WE MUST KEEP THE CAMPERS HAPPY!

Location: Lebanon State Forest. Three miles south of Route 70/72 circle on Route 72. Follow arrows.

Trails: Easy ride. Two different loops, gas back at start.

Starting Position: Determined by drawing on April 26, 1995. If we can't read it, you don't get it! Entries received after drawing will be considered "post-entries" and will be assigned a starting number after all pre-entries.

Confirmation of starting position and speed changes will be mailed, self-address sticker is appreciated.

NO RIDER LIMIT.

Entry Fee: \$30 mail or phone entries before drawing, and \$35 after drawing.. Make checks payable to Central Jersey Competition Riders, mail entries to Bob Agonis, 14 Fern Street, Edison NJ 08817

Requirements: All riders must have a valid motorcycle license, registration and license plate (no cardboard plates, duct tape plates, etc.) mounted on the rear of the motorcycle. No plate—no run—no refund. All machines must have an exhaust system equipped with a spark arrestor, and must pass the ECEA sound test. All riders must wear a protective helmet. Any rider failing to meet these requirements will not be allowed to start the event. All entrants must have a current ECEA or NETRA license. ECEA testing will be conducted at sign-up on Saturday, Sunday, or by mail. All new riders check "C" class on entry, AMA applications are available at sign-up. All riders must be 18 years old or older! You must attach your scorecard to your front fender!

Sign-up: Open from 4:00 to 9:00 PM on Saturday, and beginning at 7:00 AM on Sunday.

Food: Available in the immediate area.

NO ALCOHOLIC BEVERAGES are permitted in Lebanon State Forest; also NO PETS.

Information: Bob Agonis (908)985-9016 5 to 11 P.M. weekdays and weekends.

For park information, call Lebanon State Forest (609)726-1191.

Camping: Plenty of camping available in the State Forest.

TENTH ANNIVERSARY IN LEBANON STATE FOREST! THANK YOU!



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PLEASE READ AND SIGN THIS RELEASE!

I hereby give up all rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

- | | | | |
|--|---|----------------------------|----------------------------|
| <input type="checkbox"/> AA | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> C |
| <input type="checkbox"/> Senior (40+) A-B | <input type="checkbox"/> Super Senior (50+) A-B | | |
| <input type="checkbox"/> Four Stroke A-B-C | <input type="checkbox"/> Women | | |
| <input type="checkbox"/> Veteran (30+) A-B-C | <input type="checkbox"/> Masters (60+) | | |

Signature _____

Vehicle No. _____

Witness _____

Address _____

Notary _____

Commissioner _____

SORRY!
NO ENTRANTS UNDER THE
AGE OF 18 ALLOWED.

Cyco Stuff

CycoActive's Explorers Tools offer real solutions to carrying problems

We get press releases and new product proposals every day at Trail Rider. Some of the stuff is new and interesting, and a lot of it is the same old thing in a new wrapper. Most product releases are for big, flashy, usually expensive pieces of gear, but for the past three years we've been receiving regular releases and phone calls from Tom Myers of CycoActive Products, and his products are never big and expensive. The most attractive thing about everything CycoActive sells is that the products solve a need you never knew you had. Basically, if you want to carry something without having to jam it into a backpack, chances are Tom has thought of it, and also the chances are good he's selling it.

Map Cases

Maps are an excellent example of CycoActive's carrying fetish. At worst, we carry maps in our pockets. I've heard of real map people zip-tying a piece of PVC pipe on their bikes, capping the ends and storing maps inside while they ride. CycoActive says why not put the map right on the crossbar, where you can look at it as you go?

To this end they have a variety of map viewing systems, but probably the newest and most flashy is the BarPack (\$40). This item mounts on your crossbar with quick-release snaps, and sits there taking up 6.5 X 10 inches of room with a clear window for route instructions or a small map on the front. Pull the front up, and there's a brace of inside pockets to store a pen, pocket notebook, sunglasses, Power Bars, whatever. Open it one more fold and you have a clear vinyl map pocket that will hold a 13 X 20 map section, and protect it from the rain. As if this weren't enough, when you park you can clip the BarPack off and strap it around your waist like a fanny pack with the hidden belt in the back. Oh yeah, there's also another zipper pocket in the back if you want to carry money or your wallet. The BarPack definitely wins our Cool Tool award for this month!

If the BarPack is a little too much, CycoActive has other ways to carry maps. They have the Forearm Mapcase (\$16.95), which, as the name implies, allows you to carry a section of a map strapped around your forearm. It's a bit odd looking, but it really is a convenient way to watch a map while you ride, sort of like looking at a wrist watch. If you want to clip a map to your crossbar, they offer two sizes of Crossbar Mapcases, the CM-1 (\$16.95), with a viewable window area of 7.7 X 6, and the bigger CM-PD (\$21.95) that has an 8.3 X 8.8 window that will show two road map panels without folding. All of these cases are made out of heavy premium vinyl that is crystal clear and flexible, and

they do a remarkable job of not flapping in the wind, even at freeway speeds.

If the only place you ever carry a map is in your truck, CycoActive still has something you need. They make an Atlas Case (\$11.95) out of the same heavy vinyl, and it holds a Rand McNally or DeLorme Gazetteer folded open to the page you want. No more fumbling around flipping pages on the atlas while you drive!

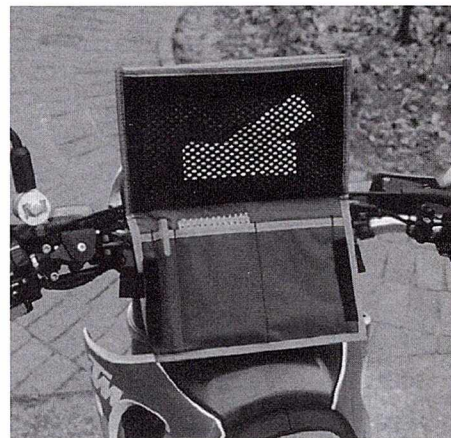
Hang It, Don't Hold It

There's a couple other things they make that are really interesting. The Spare Tube Fenderbag (\$19.95) is probably what put the company on the map. With it, you can carry a spare 21-inch tube strapped on your front fender, and not risk chafing the tube or getting it all mud-covered, and also not bother with carrying it on your body somewhere. The bag is held onto the fender with simple metal clips that are impossible to remove once the bag is cinched down, but very easy to pull off once the

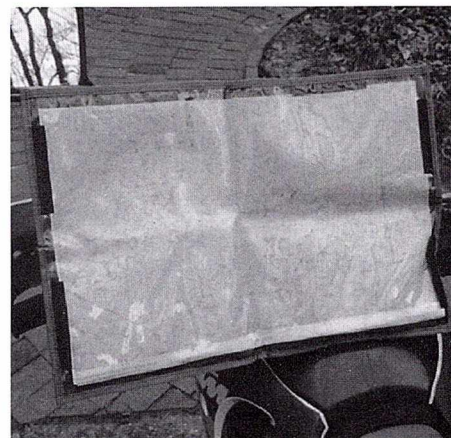
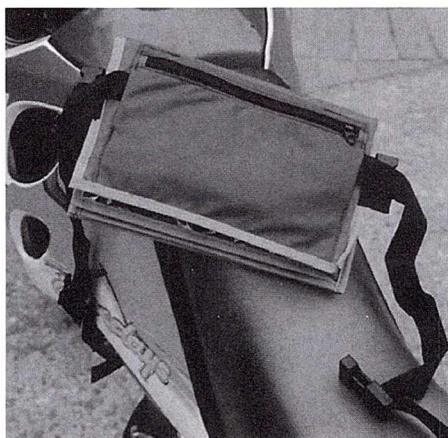
straps are loosened. This way, you can carry the Fenderbag in your gear bag, and just put it on quickly when you think you need it.

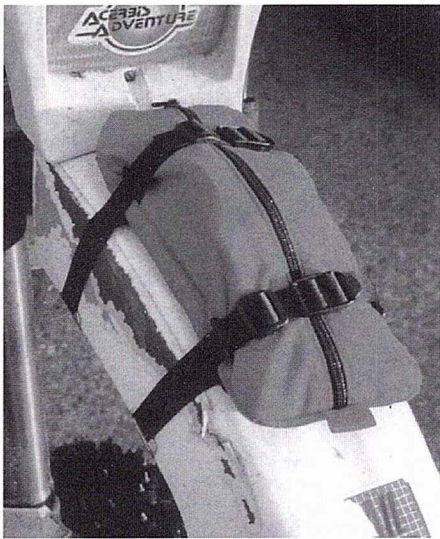
They also make a set of neoprene pouches to hold four CO2 cartridges (AP-1, \$6.95) and one to hold a pair of 8.5-inch tire irons (TA-1, \$6.95); both of which will wedge into the Fenderbag along with the tube. You can buy all three items together for \$32.95 in the Fenderbag Kit.

Say you don't want to hold a tube, but you may want to hold rain gear or something else light and bulky. CycoActive makes a Raingear Fenderbag (\$29.95) for all that odd stuff. It's about five times bigger than the spare tube bag, with dimensions of about 10 X 6 X 4, and has a zipper on the end for easy loading. Keep in mind that both of these fender bags, if you use them on the front, may obstruct your headlight if it's mounted way low. With the Raingear bag, you may be looking at wear-



CycoActive's new BarPack is one of the coolest dual sport accessories right now. Follow the numbers and you can see that it clips to the crossbar and holds a small map or route directions on the front. When you pull up it opens and offers pockets to hold just about everything, and then opens again to display a full 13 X 20 map section. It also clips off the crossbar and can wrap around your waist with a built-in fanny bag belt.





The FenderBag is meant to hold a 3.00X21 tube as well as a pair of tire irons and CO2 cartridges. They also make a bigger bag for holding rain gear.

ing your rain gear after dark, so be forewarned.

The final thing we've got to show you is a new product of theirs that just about sums up the inventiveness of the company. It's a simple item call TowDowns (\$15.95). What they are is a pair of six-foot, strong nylon



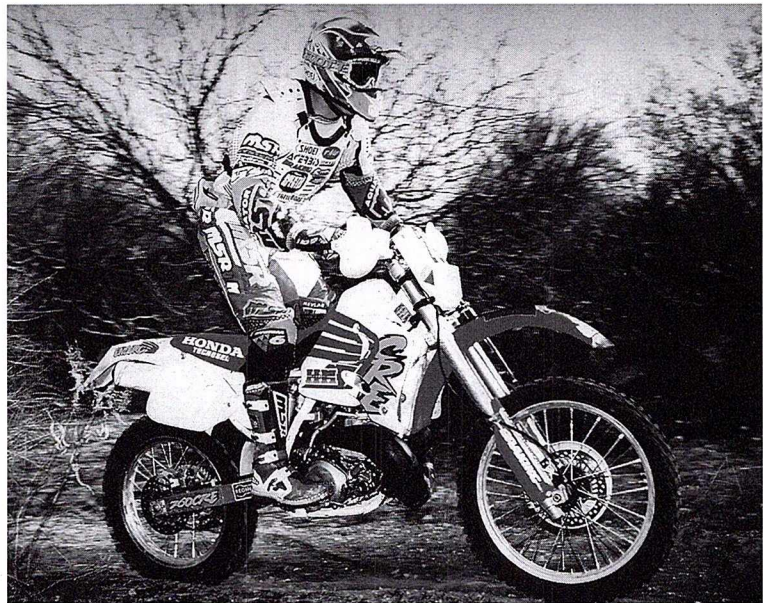
The Crossbar MapCase holds a smaller section of map, and does it without flapping all around in the wind. Two sizes are available.

straps that you can carry in your tool bag or zip-tie to your frame, and they can be mated together if you need to be towed out of the woods. Then, once you get onto the road, with the help of a pair of Ancra brand tiedown buckles they convert to a pair of simple tie-downs, so if you get a ride from a pickup truck you don't have to ride in the back holding the bike like a weenie. Not the kind of product you'd use often (you hope), but if you use it once it's worth it!

So that's it for CycoActive. If you want to carry something on your bike, they either make it or are thinking about it, guaranteed (they offer a lot of interesting items for mountain bikes as well). To get a brochure or order anything, call them at (206)323-2349 or fax at (206)325-6016, or write CycoActive Products, 117 East Louisa Street, Seattle WA 98102-3203. Remember: Call before you dig. □

A subscription to Trail Rider is more than just another magazine showing up at your door every month. Trail Rider is all about off-road bikes, and the way they work in trees, rocks and mud. It's also about your kind of off-road riding, right here in the east, the best riding country in the world.

We're not saying that those other magazines don't have anything valuable inside. But if you ride and race on the east coast, you're going to want to read Trail Rider's coverage of all the fun things that happen out here. And besides, we can't do a whole lot of grocery shopping if you don't subscribe. Only \$18 yearly to P.O. Box 129, Medford NJ 08055 will get it to you door!



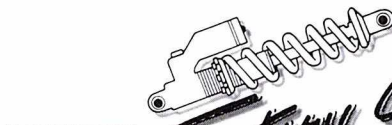
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KTM 440 E/XC

A western race test of KTM's enduro heavyweight

It only took two minutes in the saddle of the '95 440 before I started doubting my sanity. What in the world was I doing on a brute Open Class bike in the middle of the Nevada desert, especially me, a confirmed small-bike rider? If I hiccuped with a tight grip on the throttle, the 440 would lurch forward like an ill-mannered race horse, bent on spitting me off. The power delivery was so strong in the midrange that it was all I could do to hold onto the handlebars while the bike rocketed forward, spraying a wall of sand out the back. No telling what it would do if I gassed it on a hill, or in a tight canyon. Apprehensive? I was completely terrorized.

Scot rolled to a stop and I wallowed up alongside him. "How's it feel?" he hollered, with a big grin on his face.

"Great!" I lied, swallowing my tongue in the process.

So what the heck, we don't always tell the truth, do we? It took a little while, but I actually started getting used to the bike. By the end of two days of riding it I can actually say that I sort of got to like it...but I'll always be a 250 rider, in spite of a little fling. Without a doubt, life with a 440 can be a thrill, and although I don't want to bring it home, I'm glad I had a chance to learn about it with time in the saddle. And, I'm glad I've also ridden a '94 so I can tell you what the differences are.

Mo' Motor

First off, we'll tell you right now that if you liked the '94, you may not be thrilled by the '95...or then again, you may be happy as

KTM engineers had designed them one way, and when they came back from manufacturing they were wrong, plain and simple. The final (flawed) version of the 440 barrel wound up with the port timing incorrect—the ports were physically too low in the barrel; or at least lower than they were spec'd. Because of this the 440 had an extremely mellow powerband, real sweet low end, and all the guys who bought 350cc two-strokes in the past loved it.

The KTM engineers, however, were embarrassed. They never made a "mellow" cylinder in their life, and this was not the sort of thing they could be proud of. So for '95 they made damn sure the barrels were machined correctly, and yes, now they are happy with the 440 engine.

And it's quite a bit different. Instead of having all that mushy bold torque right off the bottom, the '95 rolls off a lot like a healthy 300—not real arm-wrenching power, but obviously strong enough to not be a problem in nearly any situation that demands torque. But then, once you have the bike buzzing past 3000 rpm or so, things start happening in a hurry. All of a sudden the back end squats down, the rear tire digs in and starts breaking traction, and if you're not up on the tank and pushing on the handlebars the front end is going to claw the sky...and if you don't get off the throttle the whole bike is going to flip right over and dump you on your back.

Yahoo! Ride'm cowboy!

But that's not to say it's uncontrollable; it isn't. We've ridden many bikes that snap onto the powerband and immediately lurch one way or the other, and the KTM is not, repeat: is not one of those. The immense rush of power takes a civilized second or two to build, which is just enough time to ensure



Scot Harden launches the 440 on a hill top in Nevada. We tested the 440 in wet, rainy conditions, very uncharacteristic for the desert, but fine for eastern squids!

that the bike hooks up rather than snaps out of line. Bottom line? This is a very fast, very effective motorcycle—but it's nowhere near as easy to ride as it was last year.

Part of the civilized feel of the bike has to be due to the fact that the gearing is

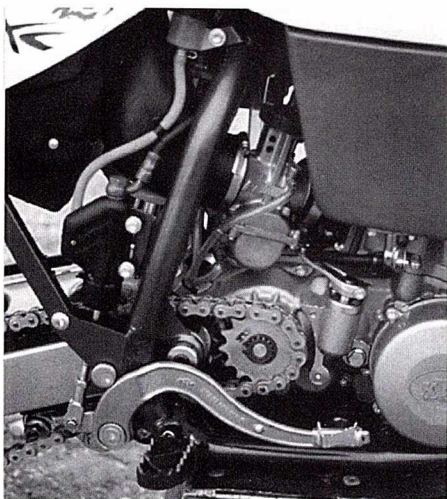


It's a handsome bike. Our test bike had the optional fork boots, which are highly recommended for eastern mud riding.

pie. The difference lies in the way the original 440 cylinders were manufactured. Very few people in this world will back up this story, especially not the folks at KTM, but the first 440 barrels were a mistake. The



KTM's much lauded Marzocchi conventional forks ride sweet on small bumps but need some help in the nasty, choppy stuff.



Like most KTMs, we found the 440 to be geared rather high for tight spots and abrupt hills.

respectably tall, for an Open bike. Actually, we thought it was too tall for technical, tricky-uphill terrain, but the race we were preparing for promised nothing too steep on the uphill side, so we never bothered to gear down. For eastern riding, where you're sure not to need to do 80 mph, you could safely gear down to a 14/50 or 52.

Our bike was brand new when we began this test, and after only getting 20 miles or so on the first day, we opted to not change the jetting, even though the bike was a little blubbery right in the midrange. It is not bad enough to foul plugs, but you can notice it. Our plan would be to get two hundred miles or so on the engine, and then re-evaluate the stock jetting, probably then dropping the needle a notch and going down a size on the pilot jet. This would all depend on altitude and temperature, of course. Considering that we rode the bike at 3000 feet, our jetting for east coast sea level would probably be different.

The power is like this: Respectable bottom end torque, building fast in the low midrange to a gawdawful kick in the back in the midrange, tapering off as you go up, but still building power all the way to the rev limit. Gear spacing seems close enough for racing, and plenty of top gear for trail riding or dirt road cruising. Shifting is slightly notchy but livable, and the clutch pull is not bad—certainly not what you'd expect from an Open class bike.

New Legs

Of course, everyone wants to talk about the chassis and suspension on the new KTMs, since they now have the much-lauded Marzocchi female-slider forks. We can begin by saying this is the best suspension to come on KTMs in years, at least out of the box. We were pretty impressed with last year's WP 4057 IBS forks, and with a little break-in and tuning the IBS forks can work really well. The thing you want to get away from, though, is spending \$200 on valving just to make your forks work in the woods, and on the '95 KTM you might be able to pocket that \$200 if you're willing to experiment a little.

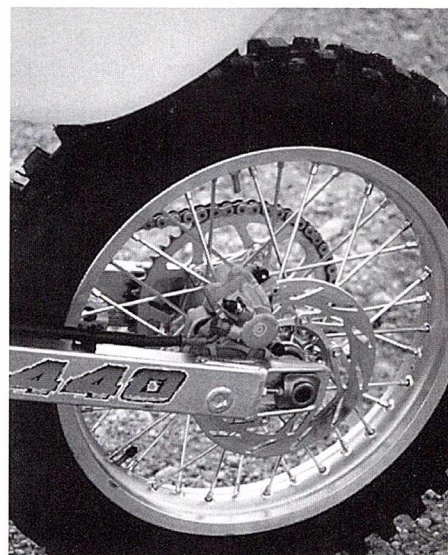
Basically, the KTM/Marzocchi Magnum 45 forks are conventional damper-rod forks, with a slight twist. When you screw the cap off either one, you'll find it is bolted to the damper rod with the spring compressed between. What happens is each side's rod

has a simple mechanical pump in the bottom, and the rebound side pumps oil up when the fork is extended, while the compression side pumps oil when the fork is compressed. The oil in the damper rod has to go through a needle valve in the cap before it's turned loose back into the fork again, and that's how the damping is adjusted. When you turn the damper clockwise, you restrict the flow and thus increase damping—right side for rebound, left side for compression.

There is also a damper cartridge inside the forks, with basic valving to control rebound and compression, but the cartridge is pinned together and not easy to disassemble for experimentation. However, tuners everywhere are working on them—as are we—and you'll hear more about these forks soon.

We found that the forks worked great on little rocks and roots, the things that used to take KTM forks and try to knock the bars right out of your hands. They also work great on whoopedos, big or medium, keeping the bike in line as you hammer over the tops of them. The only place we weren't happy was on high-speed, choppy ground; what you get when braking bumps or washboard breaks down into square-edged holes. On this kind of surface the forks felt somewhat harsh, and the bike was happiest if we'd get way back on the seat and keep the front end light. Unfortunately, on a one-weekend ride we had no time for experimentation; only finding that the phenomenon decreased somewhat as we lightened the compression damping (there are a total of 11 clicks, compression or rebound).

More tuning has to be done, and we have a 250 E/XC that we're working on, and will report back in a later issue. After all, you can change the spring rate on these forks, the preload, the compression and rebound damping, and then also change to different weight fluids to fine-tune. We'll figure out what makes them work best, but in the mean time we'll agree that the Magnum 45 forks are possibly the best thing to happen to KTM in years, at least in the slow, woody



KTM's newest brake is super-strong, and some folks call it too grabby. It's not; lower the pedal.

stuff.

The rear end is being held up with an Ohlins shock, arguably the best shock absorber in the world, but it seems to have been tuned for motocross. We kept clicking back and back on the compression damping, finally feeling comfortable at the lowest or close to lowest settings (there are approximately 40 "clicks" on the adjusters). Even then, we only bottomed the shock once on the race course, on a really bad attack on a g-out whoopedo. We had the rebound at about 17 from full soft, and it felt fine. One curious thing we've heard since then about Ohlins shocks is that the position of the rebound adjuster apparently has an effect on the compression damping as well. We'll check this out on the 250 as well, and get back to you in that test. Overall, we'd have to say that the shock worked well, but we'd like to see it valved with a little less compression damping so the click adjustments could be more useful.

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One very critical adjustment on the 440, and indeed on any bike, is the rear spring preload or "sag" adjustment. We rode the bike immediately after arrival without setting the sag, just to settle everything in, and it was all we could do to make the bike turn. After an hour of riding we measured the sag and found it to be over 125mm, while the manual calls for 95mm. Two or three turns of the preload ring took us up to just under 100mm, and it was like riding a different bike. Where it used to wallow and hunt through a deep sand turn, now the 440 would bite hard and rail through the turn. Moral of the story: Set your sag, or at least don't complain about the handling until you do.

If you've ridden a 440 or 550 in the past, and noted that the bike needed a steering damper, keep in mind that the '95 440 uses the exact same frame. In other words, don't give away the steering damper when you sell your old bike, you'll need it on the 440. One particularly fast section of the race course comes to mind, a nasty, choppy, square-edged braking bump straight where you could easily pull 60 mph or more. We'd get three-quarters of the way down the straight and the front end of the 440 would wag back and forth so hard it was frightening, especially at 60 plus. Now, we know with break-in time and careful tuning this can be reduced to a tolerable level, but savvy racers everywhere know that the steering damper was made to cure it. Be informed.

The other very different thing about this



The 440 is tailor-made for the rider who appreciates a good midrange blast. It's very different from the '94.

'95 is the ride height, or the ride attitude, if you will. You definitely sit tall in the saddle, and this new dual-foam saddle is a hard one. That doesn't bother us; we believe that saddles should be as hard as possi-

ble—nothing's worse than settling down into a soft, cushy armchair when you're supposed to be sitting on a race bike (you may have a different opinion...). The seating position is high, the suspension doesn't seem to settle down much, and you feel like you're riding really high...but at the same time, the sucker rails along like it was screwed to the ground and can hold a line better than nearly any other bike you'll ever ride.

Matter of fact, that's probably the most appealing thing about the KTM: it's stability and accuracy. If you like to control exactly where the front wheel is, to within a tenth of an inch or so, you'll love the KTM. Just take care of the headshake and a joyous life of big-bike riding is in front of you.

The Bigga The Betta

Did we say big? Yeah, well, that's the size of it. The 440E/XC is not a wimpy bike. It sits tall, it uses the longer, bigger frame; and it has a monster engine with tall gearing on it. Built for a big guy, that's for sure. However...even a graying wimp like Clipper can get to like it, and will admit that with a little bit of tuning (gearing, jetting, reeds) and adjusting (forks, shock), he could get used to riding it. And maybe even like it.

So if you're looking for an Open bike with plenty of muscle and no excuses, beg a demo ride on a 440 before you spend any money. The 440 E/XC may be everything you ever wanted. It's certainly all you'll ever need! □

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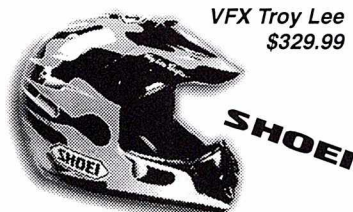
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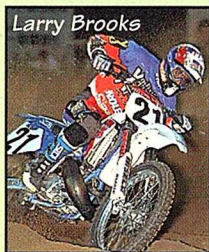


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